



*Prepared for*

Wesleyan University  
Middletown, Connecticut

*Prepared by*

Vanasse Hangen Brustlin, Inc.  
Middletown, Connecticut



May 22, 2003

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# Executive Summary

Wesleyan University is committed to providing a quality experience for those teaching, attending, and visiting the campus. To this end, Wesleyan has embarked on a master planning effort to define the future infrastructure of the campus. The master plan focuses on modernizing existing facilities and providing new state of the art facilities to enhance the Wesleyan experience.

As part of the master planning effort, Vanasse Hangen Brustlin, Inc. has prepared this Parking Management Plan to define strategies to better manage current parking demands and enhance existing circulation patterns. In addition, it is the intent of this plan to be amended as part of the City of Middletown Zoning Code in recognition of the unique parking characteristics of Wesleyan University.

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## Development Plan

Wesleyan has no plans to increase faculty, staff, or student enrollment. Rather, the intent of the master plan is to modernize and continue to provide state of the art facilities for the established enrollment. Wesleyan University has identified a list of ongoing or proposed building projects for the upcoming years as part of the master planning process. These projects are in various stages between concept development and final design. *Figure ES-1* locates and the following describes these projects:

- *Film Studies* will be attached to the existing Cinema Archives and will house classrooms, a screening room, and production space, as well as faculty and administrative offices.
- *Freeman Athletic Center Expansion* will accommodate the relocation of the athletic programs currently located in the Alumni Athletic Building, Fayerweather Gymnasium and Squash Courts building to consolidate the indoor athletic venues in one area.
- *University Center* will be located on the current site of the Alumni Athletic Building and Fayerweather Gymnasium adjacent to Wyllys Avenue and will provide a central location for formal and informal gatherings for faculty, staff, and students.

- *Humanities District* will continue to be renovated so the existing buildings can be restored to their historical legacy through appropriate restorations, alterations, and/or additions.
- *Residence Halls – Phase I* will provide 350 “on-campus” beds to reduce the need for “off-campus” housing and bring more students onto the main campus.
- *Teaching Museum* will provide a central location to house Wesleyan University's collections of art and material culture.
- *Science Building Expansion* will provide for increased opportunities for informal interaction, modernized facilities, and improved administrative and science support services within the Science Center area.

In addition to these building projects, the university will continue to renovate and modernize various structures throughout campus to meet accessibility standards, building code requirements, and the ongoing needs of students, faculty, and staff. Existing on-campus housing facilities will be renovated and replaced with modern housing facilities on an incremental basis. The modernization and replacement of these facilities will not impact the current parking demand. Because there is not expected to be an increase in the campus population additional traffic volumes and parking demands are not anticipated. The program includes elimination of some parking areas and replacement and expansion of other parking lots to address existing parking needs.

This parking management plan identifies the existing parking conditions, and anticipated parking needs for the major building projects defined in this study and ongoing minor renovations to modernize and relocate existing facilities.

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## Parking Management Plan

A review of existing and future parking needs has provided the framework for the development of a flexible parking management plan that will continue to meet the needs of Wesleyan University. Wesleyan's Parking Management Plan has been summarized into three specific strategies. Some potential supporting measures are also presented.

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### Meet Freeman Athletic Center Parking Needs

The Freeman Athletic Center Addition Project relocates the athletic venues currently located in the in the center of campus is not expected to

increase the overall current campus traffic and parking demands during events. Instead the relocation will consolidate these venues in one location and provide more shared parking opportunities.

An in-depth parking supply/demand study determined 300 total off-street parking spaces will be needed to meet peak demands of the expanded Freeman Center. This provides a net increase of approximately 175 off-street parking spaces compared to the off-street parking currently supporting activities at the Freeman Center. Three new parking lots will be located in close proximity to the expanded Freeman Center. These new parking lots will eliminate the need to use the Vine Street Lot for Freeman Center events.



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### **Meet Student Parking Needs**

Wesleyan has committed to providing improved and more traditional housing options for students within the core campus area. The university proposes to relocate some existing off-campus housing to a new 350-bed complex at Fauver Field. This additional on-campus housing is expected to require parking for approximately 100 student vehicles. These vehicles will be assigned to the Vine Street Lot which currently has ample reserve capacity for additional student parking.



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### **Improve Visitor and Faculty / Staff Parking**

As part of the overall plan some existing faculty/staff parking areas will be eliminated and some parking lots will be expanded. These changes are targeted to key campus areas, i.e., the area surrounding Admissions and the CFA on the northern end of campus and the Science Center to the south. A net increase of 70 visitor and faculty/staff parking spaces will be provided in these high-demand areas.



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### **Supporting Measures**

In addition to the three strategies outlined above, the following supporting measures may be considered by Wesleyan to improve the overall parking, circulation and aesthetics of the campus.

#### ***Parking Permits and Vehicle Registration***

- Consider increasing student vehicle registration and parking fee.

- Consider implementing a faculty/staff vehicle registration and parking fee.
- Consider restricting freshman (and sophomores) from bringing vehicles to campus.
- Consider requiring all students with vehicles on campus, including "wood frame" housing and apartments, to obtain a vehicle registration and parking permit.
- Assign students to specific designated parking areas on the periphery of campus to better distribute the parking demands. (i.e., Vine Street or High-rise/Low-rise)
- Consider designated metered parking in close proximity to Admissions to encourage parking turnover.
- Strictly enforce designated visitor parking.
- Continue to manage the parking demands of major events at the Freeman Center through appropriate scheduling and coordination.
- Continue to partner with local private parking to manage parking demands for major campus events such as graduation.
- Continue to coordinate with the City of Middletown Police Department for snow bans and on-street parking issues.

#### *Circulation and Access*

- Implement a gateway/entrance treatment at the intersection of Washington Street and High Street to provide a sense of arrival to campus and improved wayfinding. Include an exclusive westbound left-turn lane to provide improved access.
- Create a promenade walkway in front of College Row to reinforce this key pedestrian desire line.
- Enhance streetscaping along Williams Street to provide an improved pedestrian connection from the main campus to Main Street.
- Reduce the cross-section of Church Street and implement traffic calming measures and landscape treatments to enhance the walking environment of the corridor and better integrate the adjacent land uses with appropriate streetscaping.
- Remove on-street parking along Wyllys Avenue to improve the access corridor to Admissions and overall pedestrian safety.
- Improve the pedestrian connection from the main campus to the Vine Street Lot.
- Consider the use of the Long Lane property for satellite parking.
- Consider expanding the safety shuttle service route (and hours of operation) to include "satellite" parking areas.
- Consider traffic calming measures along High Street to reinforce the pedestrian activity within the corridor.
- Restrict overnight parking along High Street to encourage students to use assigned off-street parking areas.

- Consider marketing local and regional public transportation alternatives to students to help minimize the need for student vehicles on campus.
- Signalize the intersection of Washington Street (Route 66) and Veterans Way to improve pedestrian crossing safety at this location.



# 1

## Introduction

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### Introduction

Wesleyan University retained Vanasse Hangen Brustlin, Inc. (VHB) to conduct a campus parking study and prepare Parking Management Plan that identifies strategies for improving parking conditions throughout the campus. These parking strategies parallel and support the current and anticipated building programs the university has identified as part of the ongoing campus master planning effort.

This report establishes and evaluates parking conditions on the campus, identifies current and anticipated parking issues, identifies campus circulation patterns, and provides three specific parking strategies forming the basis for the Parking Management Plan.

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### Study Methodology

The following tasks were key components of the study methodology:

- Establish existing parking conditions on campus, which includes:
  - Identification of Wesleyan University Demographics
  - Review of existing parking permit system and parking management
  - Inventory of existing parking supply
  - Survey of current system occupancy
  - Analysis of existing parking supply and demand
  - Review of existing "shuttle service" operations
  - Identify current critical issues
- Establish future parking conditions, which includes:
  - Project changes in parking demand for the anticipated campus development plan
  - Identify parking supply strategies
  - Develop a parking management plan based on the specific needs of Wesleyan University

Study Area

Figure 1 illustrates the general location of Wesleyan University in downtown Middletown, Connecticut. Wesleyan University is in close proximity to the Middletown central business district and several residential neighborhoods.

The main campus is approximately 120 acres and is generally bordered by Washington Street (Route 66) to the north, Lawn Street to the south, High Street to the east, and Vine Street to the west. The addition of the Long Lane property to the south brings the entire campus to 290 acres. The campus is accessible from the Route 66 to the north of campus and from Route 9 and downtown Middletown to the east.

The core campus is zoned ID (Institutional Development) with the Long Lane property being zoned R-15. The northern portion of campus along Washington Street is included in the Washington Street Historic District and the portion of campus on the eastern side of High Street is included in the Downtown Village District. These districts present unique partnering opportunities between Wesleyan University and the City of Middletown.

Campus Profile

Wesleyan University is a liberal arts and sciences college with 2,700 full-time undergraduate students and 200 graduate students. There are approximately 650 faculty and staff. The University has no plans to increase student enrollment or faculty and staff.

Almost all undergraduate and graduate students, and some faculty/staff, live in University housing. As shown in Table 1-1, the housing consists of a mix of traditional dormitories, apartments and “wood frame” houses.

Table 1-1  
University Housing

Type	Undergraduate Students	Graduate Students	Faculty/Staff	Total
Residence Halls	1,064			1,064
Apartments	557	17	21	595
Houses	867	149	72	1,088
Total	2,488	166	93	2,747

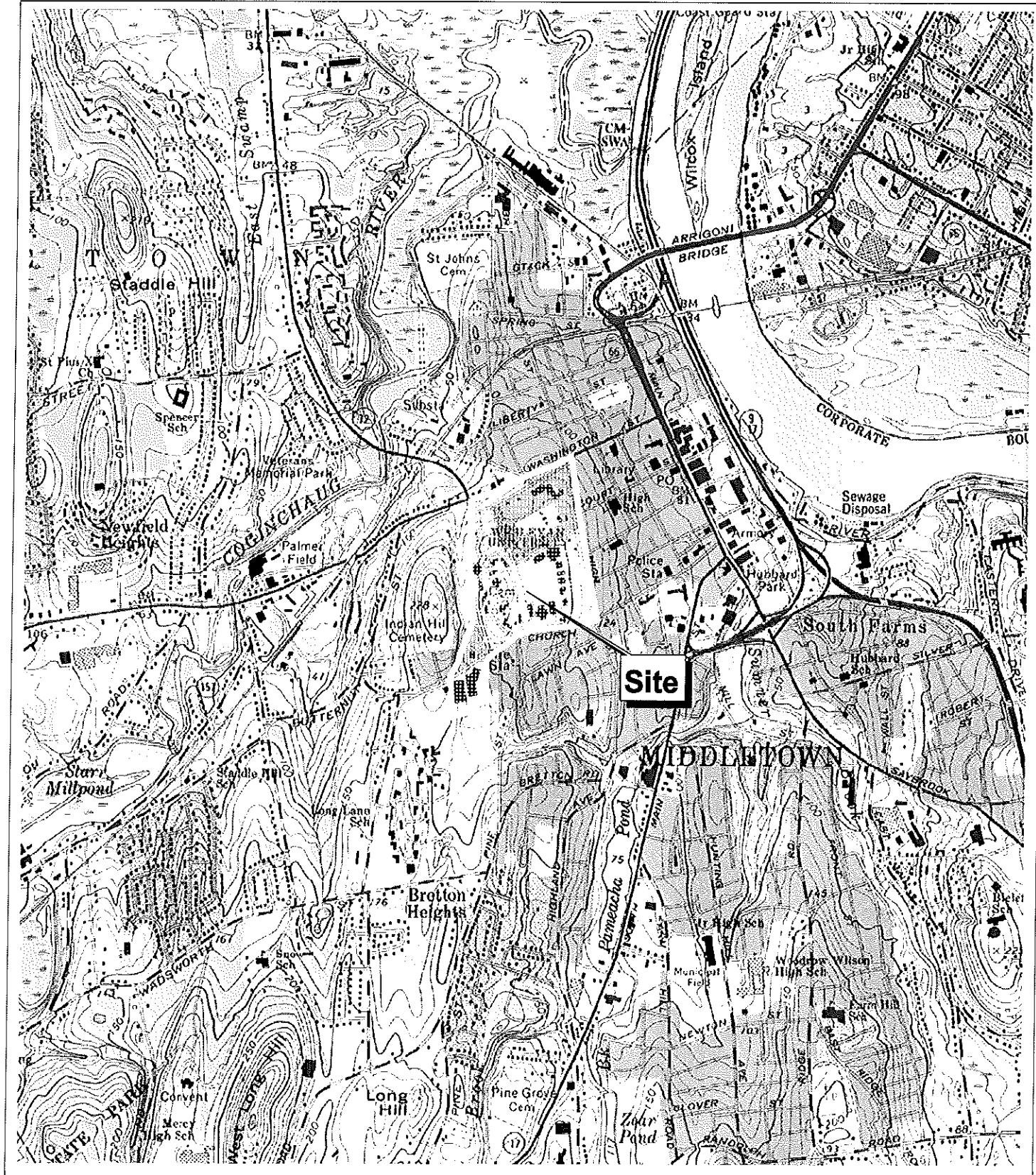
Note: Listings for students indicate number of bedrooms. Listings for faculty and staff indicate number of dwelling units.

There are three large student residential areas on campus. The Foss Hill residences (West College, Nicolson and Hewitt) house 670 students and Butterfield College

houses 405 students. Most first-year undergraduate students live in the Foss Hill and Butterfield College residences. The third primary residential complex is the Church Street "High-rise and Low-rise" apartments. This complex houses 335 undergraduate students.

In addition, there are over 500 students residing in University owned single- and multi-unit "wood frame" housing on the streets near the Science Center and the Freeman Athletic Center. Several hundred other students reside in houses and apartments on the periphery of the campus (e.g., In-Town Apartments and 256 Washington Street).

As a long-term goal, Wesleyan University plans to provide all undergraduate students with on-campus housing. To satisfy this goal Wesleyan will construct additional traditional dormitory style housing within the core campus and eliminate non-traditional apartment style housing and "wood frame" housing in poor condition.



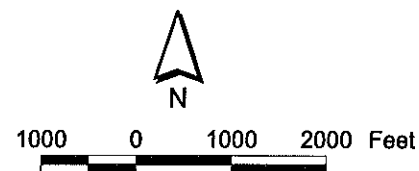
Source: U.S.G.S Quadrangle Middletown, Conn. (1992)

Vanasse Hangen Brustlin, Inc.

Wesleyan University  
Figure 1  
Site Location Map  
Middletown, Connecticut



Quadrangle Location



## 2

## Existing Parking Management, Supply and Utilization

The Wesleyan University parking system includes more than 2,000 on-street and off-street parking spaces. There are approximately 1,200 regulated (by permit) off-street parking spaces on the campus, and another 800 municipal on-street parking spaces that are primarily used for the university. An estimated 450 parking spaces are provided on the single- and multi-family house lots owned by Wesleyan and used for student housing.

The first section of this chapter describes the university's current permit and parking management system. Other sections detail the available parking supply and quantify the current parking utilization. The final section provides a summary of key findings regarding the existing conditions of the university parking system.

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### Existing Parking Permit System

The Office of Public Safety manages the parking system. Parking permits for assigned lots are issued to faculty/staff and to students who park their vehicles in university lots. Students who use on-street parking or who reside in the "wood frame" housing are encouraged to register their vehicles. Doing so enables the Office of Public Safety to contact the vehicle owner if, for example, the vehicle was improperly parked and might be towed. All campus parking regulations and policies are readily available at the Office of Public Safety and on the Wesleyan University web site.

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### Key Parking Regulations

Some of the key campus parking regulations are:

- All students and faculty/staff are eligible to obtain parking permits.
- Vehicle registration costs \$10.00 per year for students.
- There is no charge for faculty/staff vehicle registration.
- Faculty/staff can request more than one vehicle registration and parking permit.
- There are currently no student restrictions to obtain a parking permit. (e.g., no freshman and/or sophomore parking)

- Parking permits are issued for specific parking lots.
- Each lot is designated with a standard Wesleyan University sign identifying the lot letter and intended use.
- Parking permit lot assignments are in effect 8:00 AM to 5:00 PM weekdays. Students may park in designated faculty/staff lots between 5:00 PM and midnight.
- Parking fines are typically \$20.00, with a \$10.00 fine for the first permit violation. Frequent violators are subject to vehicle immobilization or towing.
- Unpaid student parking fines are added to the students' accounts. Faculty/staff parking fines are not collected.

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## Existing Parking Supply

An inventory of existing on-street parking supply adjacent to the campus and off-street parking areas on campus was conducted in January, 2003. The following section describes the campus parking supply.

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### Off-Street Parking

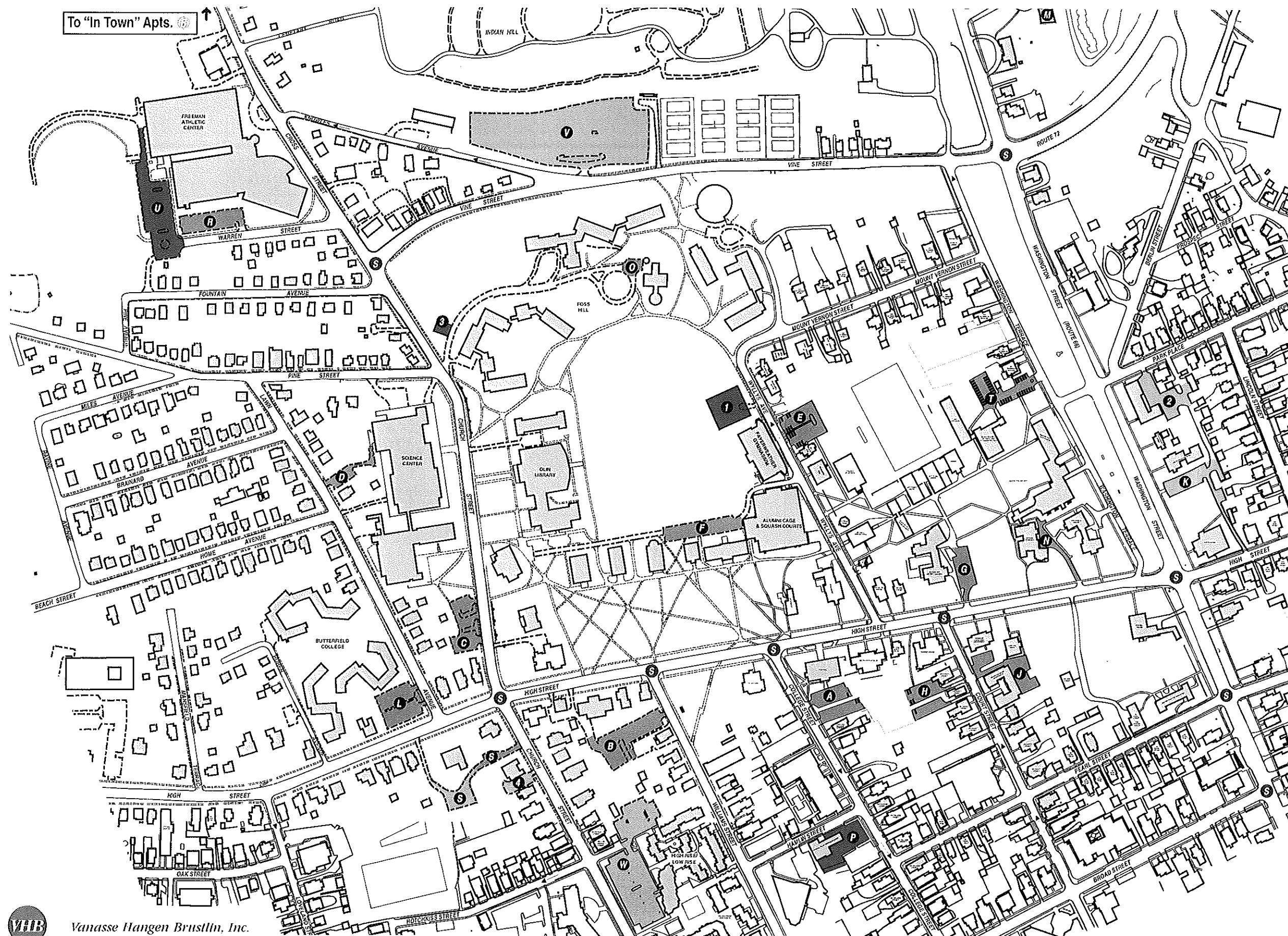
*Figure 2* depicts the location and permit designation of the university's off-street parking. There are 27 designated parking areas with a total capacity of 1,233 spaces. The capacity of each lot is listed in *Table 2-1*. In addition, the University owns and occupies approximately 250 "wood frame" houses in and around the campus for student housing, faculty housing, and office space. These "wood frame" houses typically have driveways accounting for an additional 450 off-street parking spaces<sup>1</sup>.

There are approximately 500 faculty/staff parking spaces in fifteen designated parking areas throughout campus. These parking areas are fragmented throughout the main campus and are generally adjacent to faculty/staff destinations. The faculty/staff parking areas range from small lots such as Lot D with 9 spaces behind the Science Center to larger lots such as Lot B with 67 spaces behind the Office of Public Safety.

Designated off-street student parking is located on the periphery of the campus and accounts for approximately 600 parking spaces. This orientation of student parking helps reinforce a "walking campus" by encouraging student to leave their vehicles in the student parking areas unless needed for off-campus use.

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<sup>1</sup> Based on field observations, assume 1.85 parking spaces/ dwelling unit.



Faculty/Staff	Available Supply*
Ⓐ Lot A	38
Ⓑ Lot B	67
Ⓒ Lot C	45
Ⓓ Lot D	9
Ⓔ Lot E	43
Ⓕ Lot F	45
Ⓖ Lot G	27
Ⓗ Lot H	35
Ⓙ Lot J	37
Ⓛ Lot L	53
Ⓝ Lot N	8
Ⓞ Lot O	7
Ⓡ Lot R	34
Ⓢ Lot S	11
Ⓣ Lot T	37
<b>Total</b>	<b>496</b>
<b>Student</b>	
Ⓥ Lot V	300
Ⓦ Lot W	124
Ⓚ Lot K	44
Ⓜ Lot M	22
Ⓢ Lot S	18
Ⓢ 256 Washington St.	45
Ⓢ In-Town Apartments	42
Ⓢ 157 Church Street	12
<b>Total</b>	<b>607</b>
<b>Other</b>	
Ⓢ Admin. Overflow	17
Ⓢ Lot U	51
Ⓢ Weshop (15 min.)	4
Ⓢ Lot P	58
<b>Total</b>	<b>130</b>

**Grand Total** 1,233

\* Does not include handicap spaces.

Not to Scale



Wesleyan University  
Figure 2  
2003 Off-Street Parking Supply  
Middletown, Connecticut



Vanasse Hangen Brustlin, Inc.

Table 2-1  
Off-Street Parking Supply

Parking Area	General	Handicap	Capacity
<b>Faculty/Staff Parking</b>			
Lot A	38	2	40
Lot B	67		67
Lot C	45	1	46
Lot D	9		9
Lot E	43	3	46
Lot F	45	2	47
Lot G	27		27
Lot H	35		35
Lot J	37	1	38
Lot L	53	1	54
Lot N	8	1	9
Lot O	7		7
Lot R	34	2	36
Lot S	11	1	12
Lot T	37	1	38
<b>Subtotal</b>	<b>496</b>	<b>15</b>	<b>511</b>
<b>Student Parking</b>			
Lot V	300		300
Lot W	124		124
Lot K	44		44
Lot M	22		22
Lot S	18		18
256 Washington St.	45		45
In-Town Apartments	42		42
157 Church	12		12
<b>Subtotal</b>	<b>607</b>	<b>0</b>	<b>607</b>
<b>Other Parking</b>			
Admin. Overflow	17		17
Lot U	51	3	54
Weshop (15 min.)	4		4
Lot P	58		58
<b>Subtotal</b>	<b>130</b>	<b>3</b>	<b>133</b>
<b>TOTAL</b>	<b>1,233</b>	<b>18</b>	<b>1,251</b>

Source: VHB, January 2003.

Half of the designated student parking is located in Lot V (Vine Street Lot) on the very western edge of campus and is generally considered a "satellite parking" area for students.

Table 2-2  
Estimated On-Street Parking Supply Typically Used for University Parking

Location	Parking Space Type			Total
	General Parking	No Overnight Parking	Metered Parking	
Washington Terrace	52	0	0	52
Court Street	31	0	0	31
Wyllys Avenue	0	42	0	42
College Street	53	0	0	53
Williams Street	37	0	0	37
Church Street	34	0	0	34
Lawn Avenue	0	97	0	97
Cross Street	15	0	0	15
Knowles Avenue	24	0	0	24
Vine Street	50	0	0	50
Warren Street	20	0	0	20
Fountain Avenue	22	0	0	22
Pine Street	0	25	0	25
Miles Avenue	12	0	0	12
Brainard Avenue	56	0	0	56
Home Avenue	69	0	0	69
Mt. Vernon Street	0	20	0	20
High Street	89	0	0	89
Hamlin Place	10	0	0	10
Pearl Street	37	0	0	37
Broad Street	0	0	33	33
Total	611	184	33	828

Source: VHB, January 2003

Existing Parking Utilization

Parking accumulation counts were conducted for the Wesleyan University off-street parking areas to establish existing parking characteristics. Accumulation data for study area on-street parking was also collected. The following sections document the results of this analysis.



Off-Street Parking Utilization

VHB collected parking accumulation data on Thursday, February 13, 2003 for each designated parking area to determine peak period off-street parking demands and the parking utilization rates for each lot as well as by permit type. Table 2-3 summarizes this information and further detail is provided in the Appendix.

On the southeastern edge of campus, Lot W ("High-Rise/Low-Rise" Lot) provides the second largest off-street student parking area with 124 parking spaces. Other designated student parking areas are generally specific to the adjacent student housing, such as the "In-Town Apartments" and "256 Washington Street".

Other parking areas serve as "general parking" for various uses. For instance, Lot P is used for Wesleyan fleet parking and associated staff. The New Admissions Lot (Lot 1) is intended for visitor parking for admissions, but is often used by faculty and staff. Lot U provides 51 general spaces in support of Freeman Athletic Center activities and events.

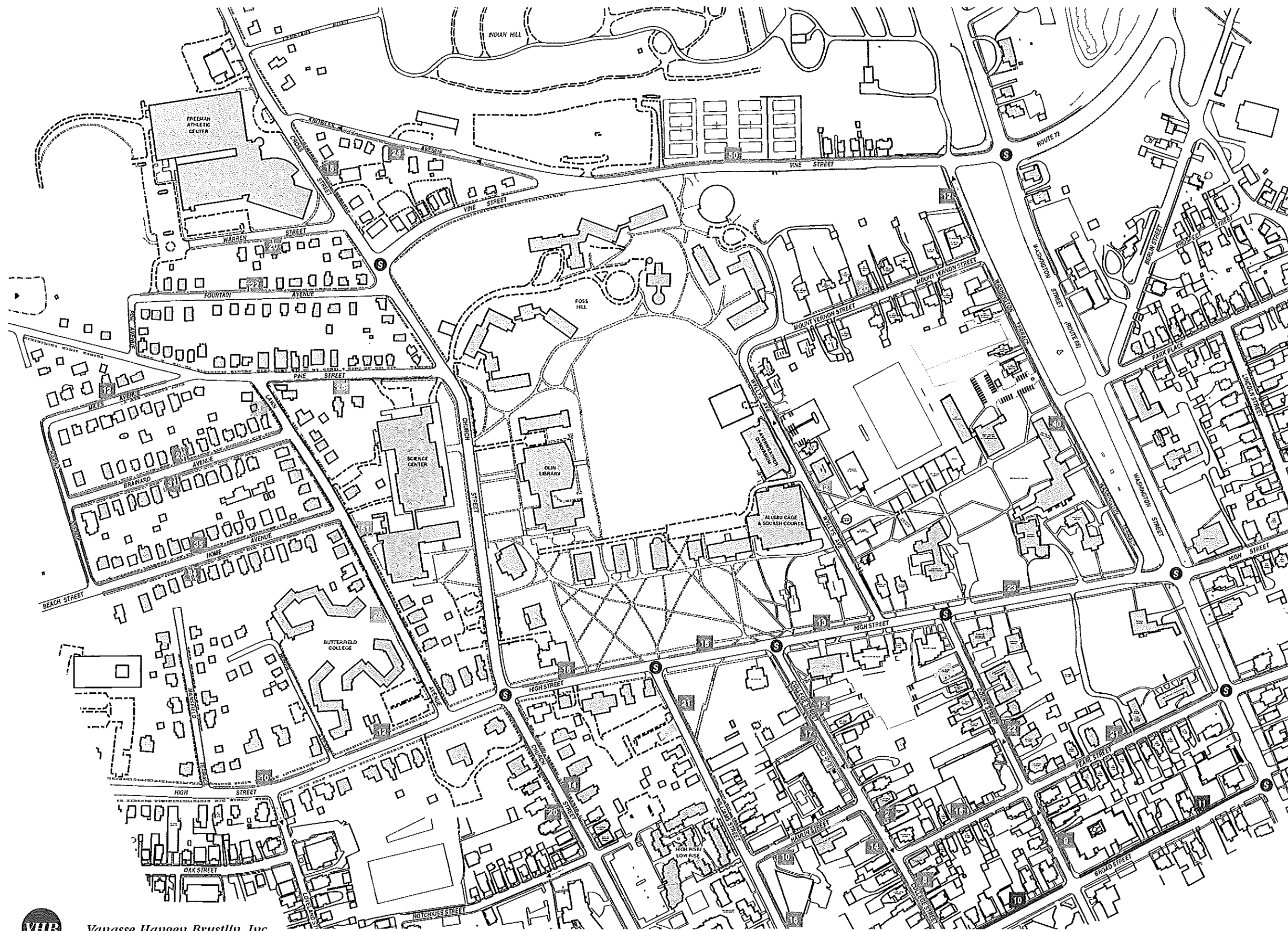
On-campus visitor parking is limited and has been an issue for some time. There are no clearly designated and/or enforced visitor parking spaces in close proximity to Admissions. The New Admissions Lot is intended for this purpose, but is generally used by faculty/staff. On-street parking along Wyllys Street is another area that would work well for "high-turnover" visitor parking but is typically used by parkers arriving very early in the morning, such as faculty/staff.

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## On-Street Parking

*Figure 3* depicts the estimated on-street parking serving the campus and *Table 2-2* lists the estimated on-street parking capacity for the streets indicated on *Figure 3*. There are more than 800 on-street spaces near the campus. Most of the street parking, comprising about three-quarters of the on-street supply, is unregulated. Four of the streets – Pine Street, Lawn Avenue, Wyllys Avenue and Mount Vernon Street – have overnight parking prohibitions. The parking along Broad Street is metered and is primarily used by patrons within the business district.

The City of Middletown enforces on-street parking regulations for all city roadways within and around the Wesleyan campus. The City of Middletown and the university's Office of Public Safety work together to enforce city parking regulations.



**LEGEND**

-  Signalized Intersection
-  General Parking
-  Metered Parking
-  No Overnight Parking

Street	Estimated Supply
Lawn Avenue	97
High Street	89
Home Avenue	69
Brainard Avenue	56
College Street	53
Washington Terrace	52
Vine Street	50
Wyllys Avenue	42
Williams Street	37
Pearl Street	37
Church Street	34
Broad Street	33
Court Street	31
Pine Street	25
Knowles Avenue	24
Fountain Avenue	22
Warren Street	20
Mt. Vernon Street	20
Cross Street	15
Miles Avenue	12
Hamlin Place	10
<b>TOTAL</b>	<b>828</b>

Not to Scale



Table 2-3  
Off-Street Parking Utilization

Parking Area	7:00 AM	11:00 AM	3:00 PM	7:00 PM	Maximum Demand	Available Supply	Max. % of Capacity
<b>Faculty/Staff Parking</b>							
Lot A	2	25	21	13	25	38	66%
Lot B	17	59	57	22	59	67	88%
Lot C	7	37	46	40	46	45	102%
Lot D	5	9	9	7	9	9	100%
Lot E	1	42	46	12	46	43	107%
Lot F	0	43	43	14	43	45	96%
Lot G	4	29	27	19	29	27	107%
Lot H	3	26	20	7	26	35	74%
Lot J	8	36	40	7	40	37	108%
Lot L	5	48	40	4	48	53	91%
Lot N	2	5	8	2	8	8	100%
Lot O	0	8	7	7	8	7	114%
Lot R	4	18	20	11	20	34	59%
Lot S	4	8	9	10	10	11	91%
Lot T	2	30	33	26	33	37	89%
Subtotal	87	423	426	201	450	496	91%
<b>Student Parking</b>							
Lot V	161	170	125	126	170	300	57%
Lot W	127	117	116	104	127	124	102%
Lot K	29	26	21	20	29	44	66%
Lot M	7	2	4	3	7	22	32%
Lot S	18	19	16	21	21	18	117%
256 Washington St.	30	19	20	27	30	45	67%
In-Town Apartments	45	39	42	48	48	42	114%
157 Church	9	10	7	8	10	12	83%
Subtotal	426	402	351	357	442	607	73%
<b>Other Parking</b>							
Admin. Overflow	2	21	21	6	17	21	124%
Lot U	23	20	44	44	51	44	86%
Weshop (15 min.)	3	3	3	12	4	12	300%
Lot P	59	42	44	32	58	59	102%
Subtotal	87	86	112	94	130	136	105%
<b>TOTAL</b>	<b>577</b>	<b>911</b>	<b>889</b>	<b>652</b>	<b>1,028</b>	<b>1,233</b>	<b>83%</b>

Source: VHB, February 2003

The peak parking utilization by time period occurred at 11:00 AM when 911 cars were parked within the designated parking areas. This equates to a parking utilization rate for the entire campus of 74 percent. More important is the consideration of localized parking demand and the peak parking within each lot. Thirteen out of the twenty-seven parking areas were at or over capacity at some time during the day. The majority of those parking areas are faculty/staff and the high utilization is further reflected in a maximum utilization of 91 percent for this permit type. The overall peak utilization rate for the entire campus is 83 percent.

Other findings include:

- Faculty/staff parking is provided in a series of small parking lots scattered throughout the campus.
- Small fragmented parking areas that are near capacity encourage recirculating traffic “hunting” for parking spaces.
- The majority of faculty/staff parking areas exceed or are near capacity.
- Faculty/staff parkers tend to use any faculty/staff parking areas, rather than the lot assigned to their particular permit.
- Student parking at High-rise/Low-rise Apartments (Lot W) is consistently near or at capacity. This parking area is sought after by residents of the High-rise/Low-rise, Butterfield, and surrounding wood frame housing units.
- Student parking at the In-Town Apartments is consistently near or at capacity.
- The Vine Street Lot is underutilized due to its location distant the main campus activity generators, poor pedestrian connections, and safety/security perceptions. In addition, bleacher storage and construction staging occupies some of the available parking area.
- The Admissions Overflow Lot is intended for visitors but is often at or over capacity throughout the day with faculty/staff vehicles.
- The Freeman Center parking areas (Lot U and R) are typically under capacity during non-event days. During events these parking areas are at and over capacity with the Vine Street Lot being used for overflow parking during the largest events.
- There is a lack of designated visitor parking.
- On-street parking and parking associated with “wood frame” houses play a significant support role in the overall campus parking supply.
- The Vine Street Lot and Lot U are used during winter snow bans by students who otherwise typically use on-street parking.

In summary, additional faculty/staff parking is needed in key areas to meet current demands. There is adequate overall student parking supply, but the supply is unbalanced and some student parking areas are overcapacity while the Vine Street lot is underutilized. Finally, the parking areas in close proximity to the Freeman Center are at or over capacity during major events or multi-events. Utilizing the Vine Street lot as a satellite parking area for Freeman Center events has not been overly successful because of distance and the lack of pedestrian accommodations along Knowles Avenue.

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## On-Street Parking Utilization

On-street parking is an important element of Wesleyan's parking supply. VHB collected on-street parking accumulation data along the city roadways presented in Figure 3 between 7:00 AM and 7:00 PM on Thursday, February 27, 2003. The parking within these roadway corridors is predominantly used by Wesleyan University faculty, staff and students, and local permanent residents. Detailed accumulation data is included in the Appendix.

The following key observations were made:

- Wyllys Avenue is at capacity throughout the day and tends to accommodate faculty/staff associated with Center of Fine Arts and Admissions area. Overnight parking was observed but is not permitted.
- Lawn Avenue is at capacity throughout the day and tends to accommodate faculty, staff, and students associated with the Science Center. Overnight parking was observed but is not permitted.
- High Street between Williams Street and Mansfield Terrace is at capacity throughout the day and tends to accommodate students residing in Butterfield Hall, High-rise/Low-rise, and surrounding wood frame houses.
- Cross Street between Vine Street and Knowles Avenue, Warren Street, and Fountain Street are at capacity during major or multiple events at the Freeman Center.
- Construction workers associated with university projects tend to occupy the most desirable on-street parking very early in the morning limiting turnover throughout the day.
- Students, faculty, and staff utilize on-street parking in lieu of walking between campus and off-campus destinations.

In summary, the most desirable on-street parking, such as Wyllys Avenue, High Street, Court Street, College Street and Lawn Street, are consistently at or near capacity throughout the day. The Home/Brainard, and Miles Avenue neighborhood experience typical on-street parking patterns for an urban residential neighborhood with consistent daily and overnight parking demands.

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## Special Events

Wesleyan University currently manages parking associated with special events by directing patrons to parking areas with available parking, such as the Vine Street Lot, the Freeman Center parking areas and private parking facilities within the CBD. On weekends faculty/staff parking areas are typically used to accommodate visitor and

special event parking. During Freeman Center activities the Vine Street parking area is utilized for patron and bus parking. Finally, during graduation Wesleyan University utilizes the College Street Parking Garage that has a maximum capacity of 1,074 spaces. The garage currently leases spaces to various businesses during the work week. On weekends the garage typically has a significant amount of parking available for major special events such as graduation. A shuttle service is also provided between the garage and main campus during these events.

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## Current Parking Issues

Based on campus demographics, parking permit information, existing parking supply and demand, and field observations the following key issues have been identified regarding current parking operations at the university.

### Parking Permits

- Faculty and staff do not pay a fee for vehicle registration and parking permit.
- Faculty/staff parkers tend to use any faculty/staff parking areas, rather than the lot assigned to their particular permit.
- Students pay a nominal vehicle registration and permit fee of \$10.00 per year.
- There are no student class restrictions, such as a prohibition of freshman parking.
- Students residing in "wood frame" housing are not required to register vehicles and obtain parking permits.

### Off-Street Parking

- The parking supply and demand analysis confirms a faculty/staff parking shortfall at various areas throughout the campus.
- The parking supply and demand analysis suggests the current student parking supply meets the current demand, but the distribution of supply and demand is unbalanced. For example, the Vine Street parking lot is underutilized while other student parking areas, such as the High-rise/Low-rise parking, are consistently over capacity.
- The Freeman Center parking areas can be over capacity during major or multiple events. The intended use of the Vine Street parking lot to accommodate these peak demands has not been tremendously successful because of the poor pedestrian connection and significant distance.
- The Vine Street parking area is best suited for long-term student parking because it is distant from major campus attractors. Poor pedestrian connections and safety/security perceptions also contribute to the lot being underutilized.
- There are no clearly designated and/or enforced visitor parking spaces in close proximity to Admissions.
- On-street parking is an important element of Wesleyan's parking supply.

## 3

## Campus Circulation

Wesleyan University's campus is situated just west of the City of Middletown Central Business District and benefits from an access perspective from the surrounding local street and pedestrian system. The campus itself is approximately 290 acres and has been designed since its beginnings to facilitate regional and local access, as well as promote walking as the main means of transportation on campus. The following sections describe campus circulation patterns for various modes of transportation.

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### Vehicle Circulation



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### Regional Access

The campus is fairly well served by the regional Interstate roadway system. Route 66 (Washington Street) on the northern end of campus provides direct access to Route 9 and Interstate 91 which in turn provide access to Interstate 95, Interstate 84, Interstate 691, Route 15 and Interstate 90. The following are the "official" published directions to the University from:

- *Hartford and points north* - Interstate 91 South, exit 22 to Route 9 South. At exit 15, turn right onto Route 66 West (Washington Street). Follow the signs to Wesleyan.
- *New Haven, New York and points south* - Interstate 91 North, exit 18 to Route 691/66 East - or - the Merritt/Wilbur Cross Parkway (Route 15 North), exit 68 to Route 691/66 east. Route 66 becomes Washington Street in Middletown. Follow the signs to Wesleyan.
- *Waterbury and points west* - Interstate 84 East, exit 27 to Route 691/66 East. Route 66 becomes Washington Street in Middletown. Follow the signs to Wesleyan.

- *Boston and points northeast* - Massachusetts Turnpike (Interstate 90) West to Interstate 84 West to Hartford. Exit 57 to Interstate 91 South, exit 22 to Route 9 South. At exit 15 turn right onto Route 66 West (Washington Street). Follow the signs to Wesleyan. - OR -- Interstate 95 South through Providence, exit 69 to Route 9 North (approximately 26 miles.) At exit 15 turn left onto Route 66 West (Washington Street). Follow the signs to Wesleyan.

It should be noted access from Interstate 91 northbound to Route 66 can be confusing because of the existing route wayfinding signage. Interstate 91 northbound traffic accessing Route 66 have been directed to the Route 15 ramp system (Exit 17) to reduce additional weaving traffic at the Interstate 91 northbound weave with Route 15 on-ramp. Motorist familiar with the interchange area stay on Interstate 91 and weave directly across the Route 15 "on-ramp" to gain access to Route 66 via Exit 18. A review of the designated wayfinding signage and discussions with the Connecticut Department of Transportation indicate the designated travel pattern is intended to minimize this weave to improve the overall safety of the interchange.

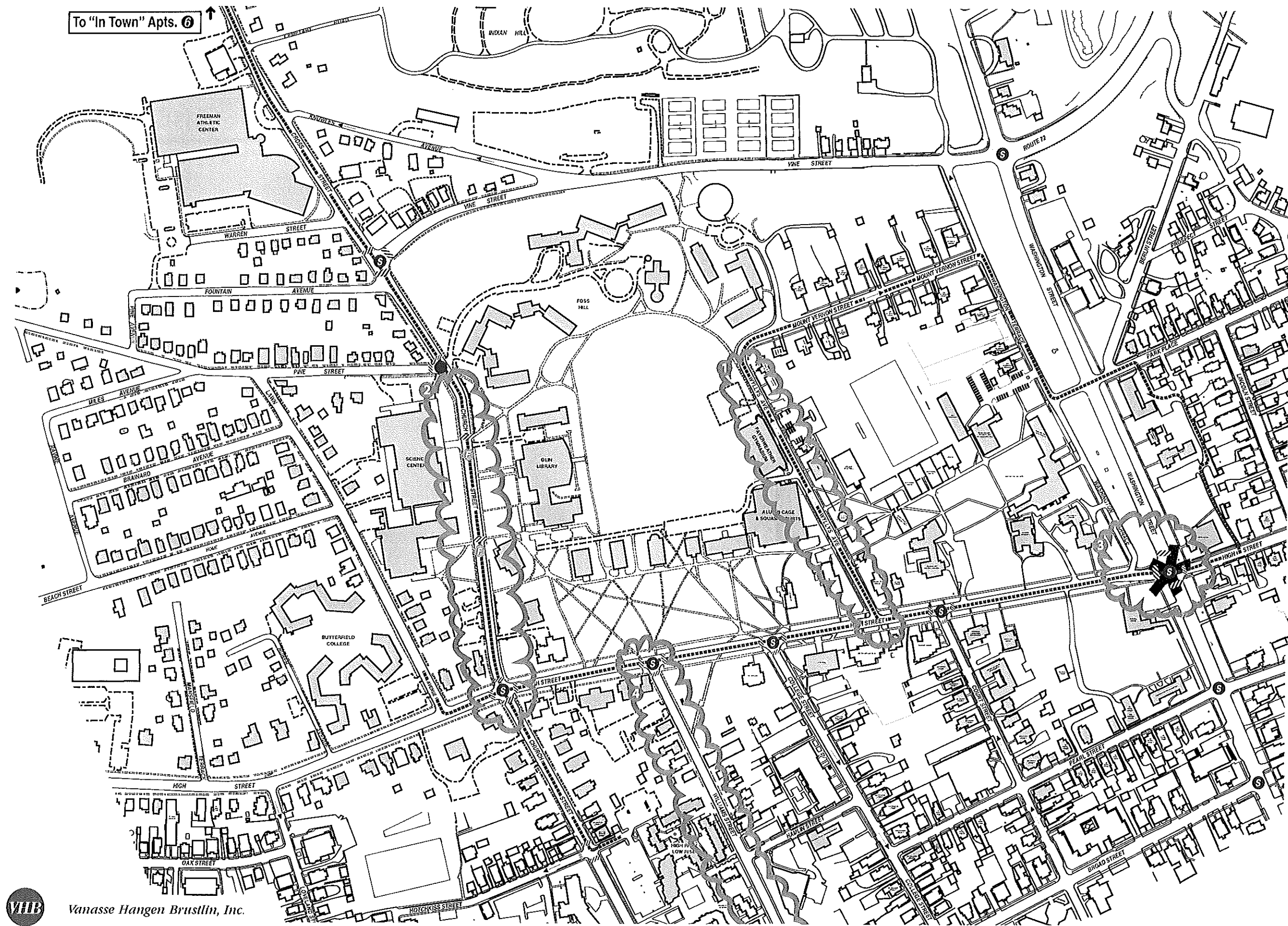
## Local Access/Circulation

In general, the campus is well served by Washington Street (Route 66) and local streets maintained and operated by the City of Middletown. However, the intersection of Washington Street and High Street is considered the main campus gateway, yet lacks a sense of arrival. In addition, the lack of an exclusive westbound left-turn lane from Washington Street to High Street further diminishes efficient access to the campus.

*Figure 4* illustrates the local street system in and around the campus. The following generally describes the key campus roadway corridors:

*Route 66 (Washington Street)* is designated as a principal arterial, carries approximately 22,500 vehicles a day and is the main local roadway providing access to the campus. The roadway corridor is a major commuter route and can be congested during the peak periods. The posted speed limit in this area is 30 mph. The Veteran's Memorial Green abuts Washington Street and Washington Terrace creating a significant landscape buffer between the northern edge of the campus and Washington Street. There is a significant informal pedestrian crossing of Route 66 at Veterans Way. Signalization of this intersection with full pedestrian accommodations would significantly improve the safety of this pedestrian desire line.

*High Street* is the major north/south roadway through campus and provides access to Wyllys Avenue, Court Street, College Street, Williams Street, Church Street, and Lawn Street. The sweeping views of College Row are considered a major attribute of High Street between Wyllys Avenue and Church Street. Sidewalks and crosswalks



#### LEGEND

- S** Signalized Intersection
- Full Stop Control
- P Flashing Pedestrian Crossing
- ▬▬▬ Crosswalk
- ▬▬▬▬ Safety Shuttle Route\*
- ★ Campus Gateway
- One-way Designation
- ☁ Circulation Issues

\* Operates from dusk until 2 AM  
@ 30 minute headways.

#### COMMENTS

- ① On-Street parking promotes poor pedestrian conditions
- ② Wide cross-section promotes high travel speeds and poor pedestrian conditions
- ③ Lacks a "Sense of Arrival"
- ④ Lacks pedestrian amenities and landscaping

Not to Scale



Wesleyan University  
Figure 4  
2003 Campus Circulation  
Middletown, Connecticut



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are generally in good condition along this corridor. Implementing traffic calming measures along this corridor would support the heavy pedestrian flows.

*Church/Cross Street* is the major east/west roadway through campus. The roadway cross-section between High Street and Pine Street is relatively wide considering the daily traffic volumes, posted speed limit, mid-block pedestrian crossings, and surrounding land uses. The wide cross-section tends to encourage higher travel speeds and reduce the overall pedestrian friendliness of the area. Sidewalks and crosswalks are generally in good working condition along the corridor, however, landscaping is lacking in close proximity to the street. Implementing traffic calming measures, such as a reduced cross-section, raised crosswalks, and landscaping would improve the overall appearance and safety of the corridor.

*Wyllys Avenue* is one-way westbound, is the only access route to the Admissions Building, and in many cases is the first impression for potential new students. Highly desirable on-street parking on the northern side of the street can create traffic congestion and a safety concerns for crossing pedestrians. Removing on-street parking and incorporating traffic calming measures within this corridor will create a much more inviting environment and leave a lasting impression on those visiting Admissions.

*Court Street, College Street, and Williams Street* are urban residential streets providing direct vehicle and pedestrian access from High Street and College Row to downtown Main Street. Court Street and College Street are a one-way couple with on-street parking on the northern and southern side of the roadway, respectively.

*Williams Street* is the only two-way street directly connecting College Row with downtown Main Street. The roadway corridor currently lacks quality landscaping and pedestrian amenities detracting from the overall pedestrian experience. Improving landscaping and pedestrian facilities along this corridor will help "connect" the campus with downtown and further enhance the Downtown Village District.

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## Pedestrian Circulation

Numerous pedestrian pathways are well defined throughout campus and connect major activity centers. These formal and informal walkways have created an active and pedestrian friendly campus. In fact, walking tours of campus have been defined and published<sup>2</sup> to encourage visitors to explore the campus on foot.

Formal walkways in front and informal walkways behind College Row are the major north/south pedestrian corridors. On a fall day, College Row itself is one of the most striking pedestrian environments in the region. In some areas along College Row the

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<sup>2</sup> Wesleyan University Walking & Tour Map

existing sidewalks are in poor condition. High Street is also an active north/south pedestrian corridor. Signalized intersections along High Street are all equipped with pedestrian call buttons and striped crosswalks. These north/south corridors connect the Science Center area to the south with the CFA area to north.

Church/Cross Street is the major east/west pedestrian corridor. This corridor connects the High-rise/Low-rise apartments with the center of campus and the Freeman Athletic Complex. The Science Center and Olin Library are active pedestrian generators and directly abut Church Street. Two pedestrian mid-block crossings with warning beacons are provided across Church Street. The wide cross-section of Church Street and crossing at or after dusk can be challenging at times. Williams Street is also a key east/west pedestrian corridor by providing direct access from College Row to Main Street.

Efforts are currently underway to provide more uniform pedestrian amenities, such as benches, trash receptacles, lighting and plantings along key pedestrian corridors and attractions. These efforts will further enhance the pedestrian experience throughout campus. Traffic calming and landscaping improvements to the Church/Cross Street, Wyllys Avenue, and Williams Street suggested in the previous sections will also improve the overall walking conditions of the campus. These efforts and improvements are beneficial to the over all campus and significantly contribute to adjacent Downtown Village District and the Washington Street Historic District.

## Safety Shuttle / Escort Services

Wesleyan currently provides Safety Shuttle/Escort services to students, faculty, and staff through the Office of Public Safety. These services are not intended to be utilized as a campus shuttle system, but are provided exclusively for safety reasons. The Safety Shuttle Service is a fixed-route system operating on thirty-minute headways with sixteen designated pick-up/drop-off points. *Figure 4* illustrates the safety shuttle route. The safety shuttle operates between dusk and 2:00 AM on Sunday to Thursday nights and dusk until 3:00 AM on Friday and Saturday nights.

In addition, an on-call escort service is provided for student, faculty, and staff traveling outside the fixed safety shuttle route and operates from dusk to 4:00 AM daily. The Office of Public Safety reports that over 30,000 student, faculty, and staff utilize this service on a yearly basis.

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## Bicycle Use

The informal campus bicycle network is a combination of the surrounding roadway system and campus access roads and walkways. There are no “designated bicycle facilities” such as bicycle lanes and shared use paths on or in close proximity to campus. The surrounding roadway system is typical of an urban environment and is more than adequate to accommodate bicycle travel. Field observations indicate students do bicycle for short trips around campus and to downtown. Bicycle racks have been strategically placed at activity centers throughout campus, such as the Freeman Athletic Center, CFA, and the Olin Library.

In an effort help promote bicycling and potentially reduce the amount of student vehicles on campus, consideration could be given for providing indoor bicycle storage within residence halls. Efforts are currently underway to phase in uniform bicycle racks at the key activity centers. “Ribbon racks” are very durable, easy to use, aesthetically pleasing and have been very successful in campus environments.

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## Current Circulation Issues

The following are some of the key circulation issues:

- Confusing regional access from I-91 northbound to Route 66.
- Intersection of Washington Street and High Street is the main gateway to campus, but does not provide a sense of arrival.
- Informal pedestrian crossing of Route 66 at Veterans Way creates an unsafe pedestrian condition.
- Church Street’s wide cross-section and lack of landscaping induces high travel speeds and creates an unfriendly pedestrian environment.
- Wyllys Avenue on-street parking detracts from the corridor aesthetics of the corridor and the overall walking environment.
- Williams Street lacks quality landscaping and pedestrian amenities further reducing the connectivity of College Row to Main Street.
- In some areas the sidewalks are in poor condition in front of College Row.
- The nighttime safety shuttle/escort service is very successful with approximately 30,000 riders per year.
- Long-term (overnight) bicycle storage should be considered within student housing to avoid inclement weather and provide increased security.

## 4

## Future Conditions

Wesleyan University is committed to remain as a small liberal arts college and does not plan to increase enrollment, faculty, or staff in the near future. Current master planning efforts and resulting development programs are being undertaken to modernize current facilities to provide the very best learning environment for the established campus demographics.

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### Future Development Plan

Wesleyan University has identified a list of ongoing or proposed building projects for a five to ten year planning horizon. Each project is described below and the location is shown on *Figure 5* at the end of this section.

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### Film Studies

Film studies is located in the northwest corner of the main campus along Washington Terrace. Each year, Film Studies expands its offerings to students and the Cinema Archives expands its collections. This growth requires a new facility so that the excellence of the program can be maintained. A new Center for Film Studies, attached to the existing Cinema Archives, will house classrooms, a screening room, and production space, as well as faculty and administrative offices. The project is currently under construction.

Recognizing the overall shortfall in faculty/staff parking in this area of campus, the adjacent surface parking area (Lot T) will be expanded to provide for additional faculty/staff parking in close proximity to the building.

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## Freeman Center

The Freeman Athletic Center is located in the southwest corner of campus and is bordered by Cross Street and Warren Street. The university plans to construct new facilities to consolidate the athletic programs currently located in the Alumni Athletic Building, Fayerweather Gymnasium and Squash Courts building. The addition to Freeman Athletic Center will centralize the majority of athletic events to the southwest corner of the campus and maximize program space by achieving a simple, functional and attractive design.

The proposed addition is expected to total approximately 56,000 gross square feet. It will include a new gymnasium, a new 7,500 square foot fitness center and eight international squash courts. Renovations to a portion of the existing fitness center are planned as well. The new addition will accommodate varsity men's and women's basketball, varsity men's and women's squash, varsity women's volleyball, club men's volleyball, recreational basketball and squash, rowing practice, and supporting lockers and storage facilities. This project is currently in the preliminary design stage.

Adequate off-street parking will be provided as part of the development plan to alleviate current and anticipated parking issues. The parking will include replacement of the 85 spaces in Lots U and R. The two parking lots are being displaced by the new building construction.

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## University Center

The University Center will be located on the current site of the Alumni Athletic Building and Fayerweather Gymnasium adjacent to Wyllys Avenue. It will provide a central location for formal and informal gatherings and will have far-reaching effects on the academic community and on student life. The University Center will consolidate dining facilities for students and faculty and will provide seminar and meeting space. It will house student organization offices, and the post office. Facilities for events will complement those available in the Memorial Chapel and '92 Theater. A south-facing plaza will overlook Andrus Field. This project is currently in concept development.

Parking Lot F behind College Row, the New Admissions Lot next to Fayerweather Gymnasium, and on-street parking will be relocated as part of this project. Relocation of these parking areas must consider the current shortfall in faculty/staff parking in this area. Designated student

parking will not be included so as to reinforce a "walking campus" by encouraging student to leave their vehicles in the peripheral student parking areas.

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### Humanities District

The Humanities District project is a series of adaptive reuse projects involving buildings on High Street and Court Street. The Humanities District encompasses several departments that are presently located throughout the campus. The university will bring the Humanities departments together in a cohesive set of buildings conveniently located on campus through this phased project. The main focus of this project will be to renovate various buildings to their historical legacy through appropriate restorations, alterations, and/or additions. Existing faculty/staff parking in this area will continue to be used in support of the Humanities District.

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### Residence Halls – Phase I

Wesleyan has identified various desirable sites for traditional dormitory style residence halls for underclassmen within the core campus. Current master planning efforts indicate the Fauver Field area as potentially favorable site for this type of housing. Three hundred and fifty beds are proposed to significantly reduce the need for "off-campus" housing and bring more students onto the main campus. This area of campus is conveniently located adjacent to the Foss Hill residence halls and would increase the overall density of student living in this area of campus. In addition, the proposed residence hall is close to the Science Center, the Olin Library, and the Freeman Athletic Center. This project is currently in the planning stages.

Reserve capacity in the underutilized Vine Street parking lot will be used to accommodate additional students living on-campus. In addition, parking management techniques, such as increased parking fees, freshman and/or sophomore restrictions may be further explored to reduce the overall student parking demand.

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### Teaching Museum

The Teaching Museum project is intended to house Wesleyan University's collections of art and material culture in ways that will support a wide range of innovative learning from objects in a facility that

meets accepted museum standards for climate control, security, and display. The Teaching Museum will bring together four key collections, all now inadequately housed at different locations on campus: works on paper and other objects at the Davison Art Center, Asian objects at the Mansfield Freeman Center for East Asian Studies, archaeological and ethnographic materials housed in the Exley Science Center, and world musical instruments in the Music Department. Existing faculty/staff parking in this area will be used in support of this building use. This project is currently in the planning stages and will most likely be located in close proximity to the CFA.

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### Science Building

A Science Building in the vicinity of the existing Science Center is being considered to create a stronger sense of community among students and faculty in different areas of science through increased opportunities for informal interaction, modernized facilities, and improved administrative and science support services. This building program is not intended to increase faculty, staff or student enrollment and therefore will not increase parking demands. Existing faculty/staff parking, on-street parking, as well as proposed parking improvements described in the next section will support this use. This project is currently in the concept stages.

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## Parking Management Plan

Based on existing parking issues and the anticipated building development plan, the following are the priority parking issues that need to be addressed

1. Provide adequate parking for the proposed Freeman Athletic Center Expansion.
2. Provide off-street parking for new student housing.
3. Improve parking for visitors and faculty/staff.

The following defines three specific strategies to alleviate current and anticipated parking issues associated with the proposed development plan. Additional measures that may be considered as an overall plan are also listed. *Figure 5* generally identifies the location of the key improvements.

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### Meet Freeman Center Expansion Parking Needs

The expansion of the Freeman Center to relocate the athletic venues currently located in the Alumni Athletic Building, Fayerweather Gymnasium and Squash Courts is not expected to increase the overall current campus traffic and parking demands during events. Instead the relocation will consolidate these venues in one location and provide more shared parking opportunities.

On February 8, 2003, VHB performed a parking accumulation study to quantify the parking demands associated with actual events that will occur at the proposed Freeman Athletic Center Complex when the expansion is completed. The parking accumulation study was undertaken to (1) capture a combination of various athletic events at both the Alumni Athletic Building and the Freeman Athletic Center for major trip/parking generators (Men's Varsity Basketball, Men's Varsity Hockey, Men's & Woman's Varsity Swim Meet, and a major Indoor Track and Field Invitational), and (2) conservatively calculate anticipated parking needs for Freeman Center sold-out events considering industry standards for walk trips and vehicle occupancy rates for typical college and university campuses (see Appendix).

Based on these observations and calculations, 300 parking spaces will be needed to meet peak demands of the proposed Freeman Center. This provides a net increase of approximately 175 off-street parking spaces

compared to the off-street parking currently supporting existing activities at the Freeman Center. Three new parking lots in close proximity to the expanded Freeman Center with a total capacity of 300 spaces have been identified in *Figure 5*. *Table 4-1* presents a summary of existing and proposed Freeman Center off-street parking.

As illustrated in *Figure 5*, the location of the Pine Street parking lot just south of Lawn Street permits this lot to be designated as faculty/staff during the week to address the heavy parking demands of the Science Center. After faculty/staff hours, this lot would then be available for general parking to support athletic events at the Freeman Center.

**Table 4-1:**  
**Freeman Center Parking**

Parking Area	Existing	Parking Supply	
		New	Net Change
Lot U	51	-	-51
Lot R	34	-	-34
Vine Street *	40	-	-40
Pine Street Lot	N/A	90	+90
Cross Street North	N/A	100	+100
Cross Street South	N/A	110	+110
<b>Total</b>	<b>125</b>	<b>300</b>	<b>+175</b>

\* Dedicated reserve parking for major events.

## Parking for New Student Housing

As part of the overall master planning effort, Wesleyan has committed to providing improved and more traditional housing options for students within the core campus area. This plan calls for the sale the In-Town Apartments, eliminating leased housing, and vacating "wood frame" housing in poor condition. The university proposes to relocate this existing off-campus housing to a new 350-bed complex within or adjacent to the core campus. As shown in *Table 4-2*, there is no net increase in student housing, however, on-campus parking will need to be provided.

**Table 4-2:**  
**New Student Housing**

Student Housing Activity	Change in Beds
Sale of In-Town Apartments	-118
Eliminate Off-Campus Housing	-160
Vacate Poor Condition "Wood Frame" Housing	-72
New On-Campus Housing	+350

The additional on-campus housing is expected to require parking for approximately 100 cars. This estimate is based on a ratio of 3.5 students per car. The ratio reflects the current parking demand ratio for on-campus students based on field observations and calculations. On-campus students generally require less parking than off-campus students and therefore the 3.5 ratio will be the goal even if the actual amount of parking now serving the off-campus housing is greater.

No new parking will need to be constructed because the parking for the new housing will be accommodated in the Vine Street Lot. There is currently at least 125 spaces available in the lot and, once the parking associated with the Freeman Athletic Center project is complete, there will no longer be a demand for overflow parking for athletic events in the Vine Street Lot.

#### ■ Improve Visitor and Faculty / Staff Parking

The evaluation of existing conditions showed many of the faculty/staff parking areas were routinely over capacity and that there was a severe lack of parking available for visitors. Contributing to the lack of visitor parking was the encroachment of faculty/staff parking in the Admissions Lot. The university is planning to increase the amount of visitor and faculty/staff parking in high-demand areas. These areas include the area surrounding Admissions on the northern end of campus and the Science Center to the south.

The parking supply/demand analysis indicates the faculty/staff Lot C, Lot L, and the on-street parking along Lawn Avenue are at or near capacity at during the day. The expansion of Lot D behind the Science Center building coupled with utilizing the proposed Freeman Center Pine Street parking area for faculty/staff parking will address the parking needs in this area.

The analysis also indicates faculty/staff parking around Admissions and the CFA is at or near capacity throughout the day. In addition, the master planning efforts recommend the removal of Lot F, the New Admissions Lot, and on-street parking along Wyllys Avenue to improve the overall walking conditions and aesthetics throughout campus.

A planning target of a net increase of 70 additional spaces is recommended. This will enable the creation of a dedicated visitor parking area and provide some additional faculty/staff parking in the areas that are currently overcapacity.

Figure 5 highlights the parking lots where changes might occur. At most, it appears that approximately 210 new spaces could be constructed in the lots. These additional spaces would be offset by the loss of 100 spaces in Lot R, Lot F and the Admissions Lot (due to master plan building projects) and the removal of 40 on-street spaces along Wyllys Avenue.

## Supporting Measures

In addition to the three strategies outlined above, the following supporting measures could be considered to improve the overall parking, circulation and aesthetics of the campus.

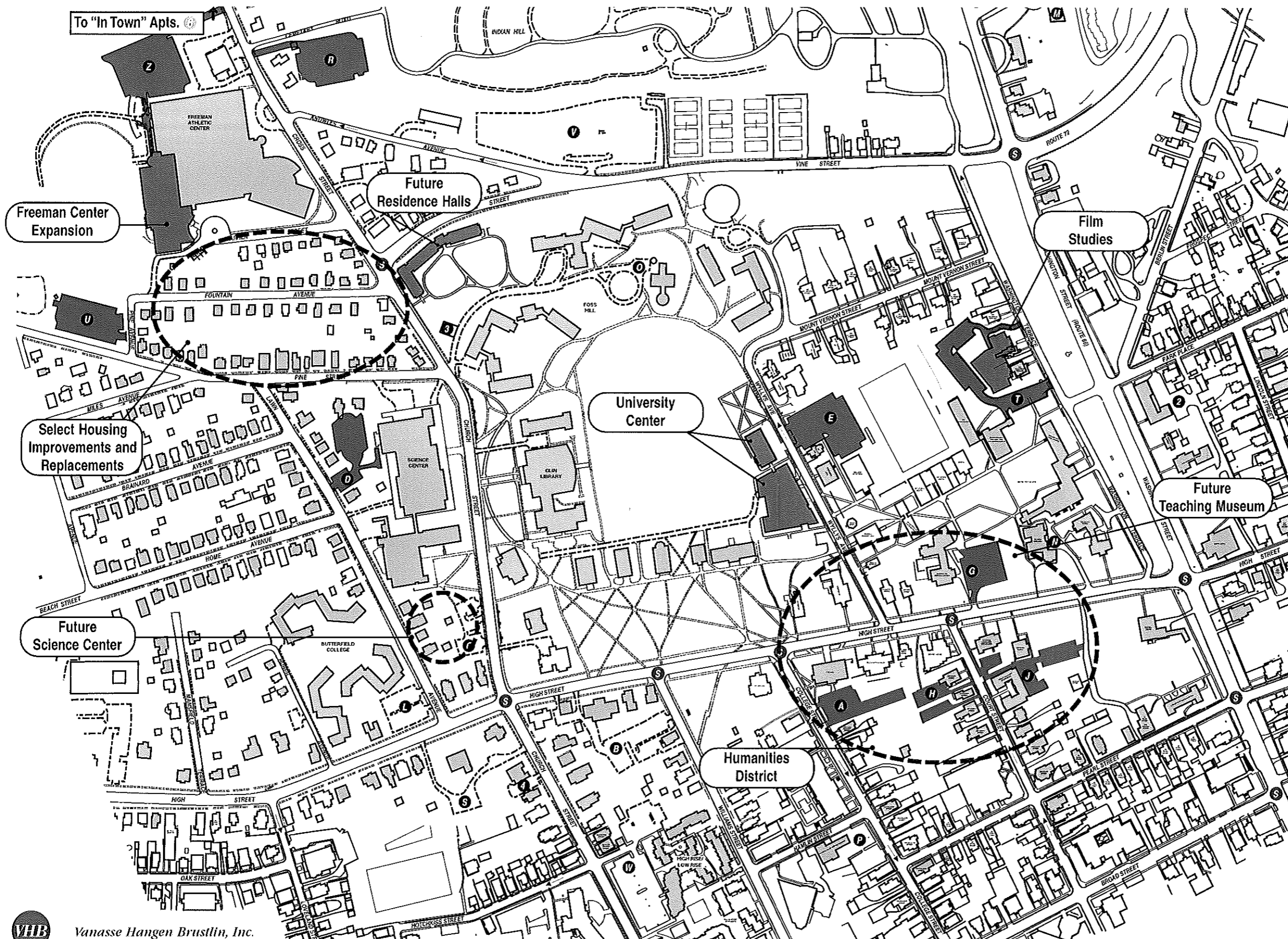
### *Parking Permits and Vehicle Registration*

- Consider increasing student vehicle registration and parking fees.
- Consider implementing a faculty/staff vehicle registration and parking fees.
- Consider restricting freshman (and sophomores) from bringing vehicles to campus.
- Consider requiring all students with vehicles on campus, including "wood frame" housing and apartments, to obtain a vehicle registration and parking permit.
- Assign students to specific designated parking areas on the periphery of campus to better distribute the parking demands. (e.g., Vine Street or High-rise/Low-rise)
- Consider designated metered parking in close proximity to Admissions to encourage parking turnover.
- Strictly enforce designated visitor parking.
- Continue to manage the parking demands of major events at the Freeman Center through appropriate scheduling and coordination.
- Continue to partner with local private parking to manage parking demands for major campus events such as graduation.
- Continue to coordinate with the City of Middletown Police Department for snow bans and on-street parking issues.

### *Circulation and Access*

- Implement a gateway/entrance treatment at the intersection of Washington Street and High Street to provide a sense of arrival to campus.
- Provide exclusive westbound left-turn lane at the signalized intersection of Washington Street and High Street to improve access to the campus and reinforce the gateway.
- Create a promenade walkway in front of College Row to reinforce this key pedestrian desire line.

- Enhance streetscaping along Williams Street to provide an improved pedestrian connection from the main campus to Main Street.
- Reduce the cross-section of Church Street and implement traffic calming measures and landscape treatments to enhance the walking environment of the corridor and better integrate the adjacent land uses with appropriate streetscaping.
- Remove on-street parking along Wyllys Avenue to improve the access corridor to Admissions and overall pedestrian safety.
- Restrict overnight parking along High Street between Washington Street and Church Street.
- Signalize the intersection of Washington Street and Veterans Way to provide a safe pedestrian crossing point in this area.
- Improve the pedestrian connection from the main campus to the Vine Street Lot.
- Consider the use of the Long Lane property for satellite parking.



Faculty/Staff/ Visitors	Available Supply*	Proposed Supply*
Ⓐ Lot A	38	58
Ⓑ Lot B	67	67
Ⓒ Lot C	45	45
Ⓓ Lot D	9	55
Ⓔ Lot E	43	100
Ⓕ Lot F	45	0
Ⓖ Lot G	27	54
Ⓗ Lot H	35	35
Ⓙ Lot J	37	67
Ⓛ Lot L	53	53
Ⓝ Lot N	8	8
Ⓞ Lot O	7	7
Ⓡ Lot R**	34	0
Ⓢ Lot S	11	11
Ⓣ Lot T	37	73
<b>Total</b>	<b>496</b>	<b>627</b>
<b>Freeman Center</b>		
Ⓤ Lot U	N/A	90
Ⓡ Lot R	N/A	100
Ⓣ Lot Z	N/A	110
<b>Total</b>		<b>300</b>
<b>Student</b>		
Ⓥ Lot V	300	300
Ⓦ Lot W	124	124
Ⓚ Lot K	44	44
Ⓜ Lot M	22	22
Ⓢ Lot S	18	18
Ⓢ 256 Washington St.	45	45
Ⓢ In-Town Apartments	42	0
Ⓢ 157 Church Street	12	12
<b>Total</b>	<b>607</b>	<b>565</b>
<b>Other</b>		
Ⓢ Admin. Overflow	17	0
Ⓢ Lot U	51	0
Ⓢ Weshop (15 min.)	4	4
Ⓢ Lot P	58	58
<b>Total</b>	<b>130</b>	<b>62</b>

Grand Total 1,233 1,554

\* Does not include handicap spaces.

\*\* Reassigned

Not to Scale



Wesleyan University  
Figure 5  
Off-Street Parking Strategies  
Middletown, Connecticut



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# Appendix

Study Area Parking Characteristics

Long Lane Parking Supply

Wesleyan Parking Regulations

Peer Review of Similar Colleges and Universities

Freeman Center Expansion Parking Generation

Student Parking Ratio

Typical Parking Spaces per Wood Frame Housing

Various Parking Lot Concepts

PMP Power Point Presentations

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**Study Area Parking Characteristics**

- *Off-Street Supply vs. Demand – February 13, 2003*
- *On-Street Supply vs. Demand – January 14, 2003*
- *On-Street Supply vs. Demand – February 27, 2003*

Table 2: Parking Accumulation Summary by Lot (Supply vs. Demand / Lot)

Faculty/ Staff Parking Areas*					Available Supply	Number of Parked Cars***								Maximum Demand	Max Utilization	Comments
	General	Handicap	Reserved	Total Supply		7:00 AM		11:00 AM		3:00 PM		7:00 PM				
						Demand	Utilization	Demand	Utilization	Demand	Utilization	Demand	Utilization			
Lot A	38	2		40	38	2	5%	25	66%	21	55%	13	34%	25	66%	Can reach capacity during certain class periods. Nearing capacity.
Lot B	63		4	67	67	17	25%	59	88%	57	85%	22	33%	59	88%	
Lot C	45	1		46	45	7	16%	37	82%	46	102%	40	89%	46	102%	Over capacity with illegal parking.
Lot D	9			9	9	5	56%	9	100%	9	100%	7	78%	9	100%	Small lot.
Lot E	35	3	8	46	43	1	2%	42	98%	46	107%	12	28%	46	107%	Over capacity with illegal parking.
Lot F	45	2		47	45	0	0%	43	96%	43	96%	14	31%	43	96%	Construction staging/ Key ped path.
Lot G	27			27	27	4	15%	29	107%	27	100%	19	70%	29	107%	Illegal lawn parking and fire lane parking.
Lot H	35			35	35	3	9%	26	74%	20	57%	7	20%	26	74%	Can reach capacity during events at the Downey House.
Lot J	37	1		38	37	8	22%	36	97%	40	108%	7	19%	40	108%	Over capacity with illegal parking.
Lot L	53	1		54	53	5	9%	48	91%	40	75%	4	8%	48	91%	
Lot N	8	1		9	8	2	25%	5	63%	8	100%	2	25%	8	100%	
Lot O	7			7	7	0	0%	8	114%	7	100%	7	100%	8	114%	Over capacity with illegal parking.
Lot R	34	2		36	34	4	12%	18	53%	20	59%	11	32%	20	59%	Over capacity during athletic events.
Lot S	11	1		12	11	4	36%	8	73%	9	82%	10	91%	10	91%	
Lot T	36	1	1	38	37	2	5%	30	81%	33	89%	26	70%	33	89%	
Total	483	15	13	511	496	64	13%	423	85%	426	86%	201	41%	450	91%	
Other Parking Areas																
Admin. Overflow	17	1		18	17	2	12%	21	124%	21	124%	6	35%	21	124%	Over capacity with illegal parking.
Lot U	51	3		54	51	23	45%	20	39%	44	86%	44	86%	44	86%	Over capacity during athletic events.
Weshop (15min.)	4			4	4	3	75%	3	75%	3	75%	12	300%	12	300%	Illegal parking in "service vehicles only" area.
Lot P (Fleet)	58			58	58	59	102%	42	72%	44	76%	32	55%	59	102%	Fleet parking.
Total	130	0	0	134	130	87	67%	86	66%	112	86%	94	72%	136	105%	
Student Parking Areas**																
Lot V	300			300	300	161	54%	170	57%	125	42%	126	42%	170	57%	Over capacity with illegal parking.
Lot W	114		10	124	124	127	102%	117	94%	116	94%	104	84%	127	102%	
Lot K	44			44	44	29	66%	26	59%	21	48%	20	45%	29	66%	Student area over capacity with illegal parking.
Lot M	22			22	22	7	32%	2	9%	4	18%	3	14%	7	32%	
Lot S	18			18	18	18	100%	19	106%	16	89%	21	117%	21	117%	Over capacity.
56 Washington	45			45	45	30	67%	19	42%	20	44%	27	60%	30	67%	
5-Town	42			42	42	45	107%	39	93%	42	100%	48	114%	48	114%	
57 Church	12			12	12	9	75%	10	83%	7	58%	8	67%	10	83%	
Total	597	0	10	607	607	426	70%	402	66%	351	58%	357	59%	442	73%	
Grand Total	1210	15	23	1251	1233	577	47%	911	74%	889	72%	652	53%	1028	83%	
Designated Faculty/ Staff 8AM to 5PM, open parking 5PM to Midnight																
Does not include wood framed housing alternatives.																
February 13, 2003. Good weather conditions.																

North/ South Roadways		Side of Street	Estimated Supply	% Associated w/ University	Demand							
					7:00 AM		11:00 PM		3:00 PM		7:00 PM	
					Demand	Utilization	Demand	Utilization	Demand	Utilization	Demand	Utilization
Washington Terrace	Vine St. to High St.	North South	0 52	100	0	0%	3	6%	7	13%	1	2%
Court Street	High St. to Broad St.	North South	31 0	50	12	39%	24	77%	24	77%	12	39%
Wyllys Avenue	High St. to Mt. Vernon St.	North South	42 0	100	28	67%	42	100%	39	93%	23	55%
College Street	High St. to Broad St.	North South	22 31	50 50	14 12	64% 39%	11 16	50% 52%	8 14	36% 45%	9 11	41% 35%
Williams Street	High St. to Broad St.	North South	37 0	50	10	27%	9	24%	19	51%	12	32%
Church Street	High St. to Holchkiss St.	North South	14 20	100 100	4 3	29% 15%	4 3	29% 15%	4 2	29% 10%	3 5	21% 25%
Lawn Avenue	High St. to Pine St.	North South	51 46	100 100	4 2	8% 4%	39 35	76% 76%	34 36	67% 78%	8 10	16% 22%
Cross Street	Vine St. to Knowles Ave.	North South	15 0	100 100	11	73%	9	60%	12	80%	13	87%
East/ West Roadways												
Knowles Avenue	Vine St. to Church St.	East West	24 0	100	1	4%	3	13%	3	13%	1	4%
Vine Street	Washington Terr. to Knowles Ave.	East West	0 50	100	0	0%	0	0%	0	0%	0	0%
Warren Street	Church St. to Lot U	East West	20 0	100	2	10%	1	5%	3	15%	4	20%
Fountain Avenue	Church St. to Pine Ave.	East West	0 22	100	5	23%	5	23%	10	45%	7	32%
Pine Street	Church St. to Lawn Ave.	East West	25 0	100	0	0%	16	64%	15	60%	2	8%
Miles Avenue	Church St. to Ravine Ave.	East West	0 12	95	2		0		2		2	
Brainard Avenue	Church St. to Ravine Ave.	East West	31 25	90 90	9 3	29% 12%	6 8	19% 32%	11 3	35% 12%	8 5	26% 20%
Home Avenue	Church St. to Ravine Ave.	East West	34 35	95 95	6 16	18% 46%	20 22	59% 63%	18 24	53% 69%	7 10	21% 29%
Mt. Vernon Street	Wyllys St. to Washington Ter.	East West	0 20	100	1	5%	11	55%	11	55%	2	10%
High Street												

Wesleyan University

Tuesday January 14, 2003  
Classes *Not* in Session  
Excellent Conditions

On-Street  
Parking Accumulation Data

Washington Terr. to Church St.	East	0									
	West	67	100	18	27%	33	49%	30	45%	5	7%
Church St. to Mansfield Terr.+	East	0		4		3		3		2	
	West	22	100	3	14%	3	14%	3	14%	6	27%
Hamlin Place	East	10	30	5		7		6		2	
	West	0									
Pearl Street	East	0									
	West	37	30	13	35%	18	49%	12	32%	12	32%
Broad Street	East	0									
	West	33	0	1	3%	24	73%	25	76%	21	64%
Total On-Street Parking		828		189	23%	375	45%	378	46%	203	25%

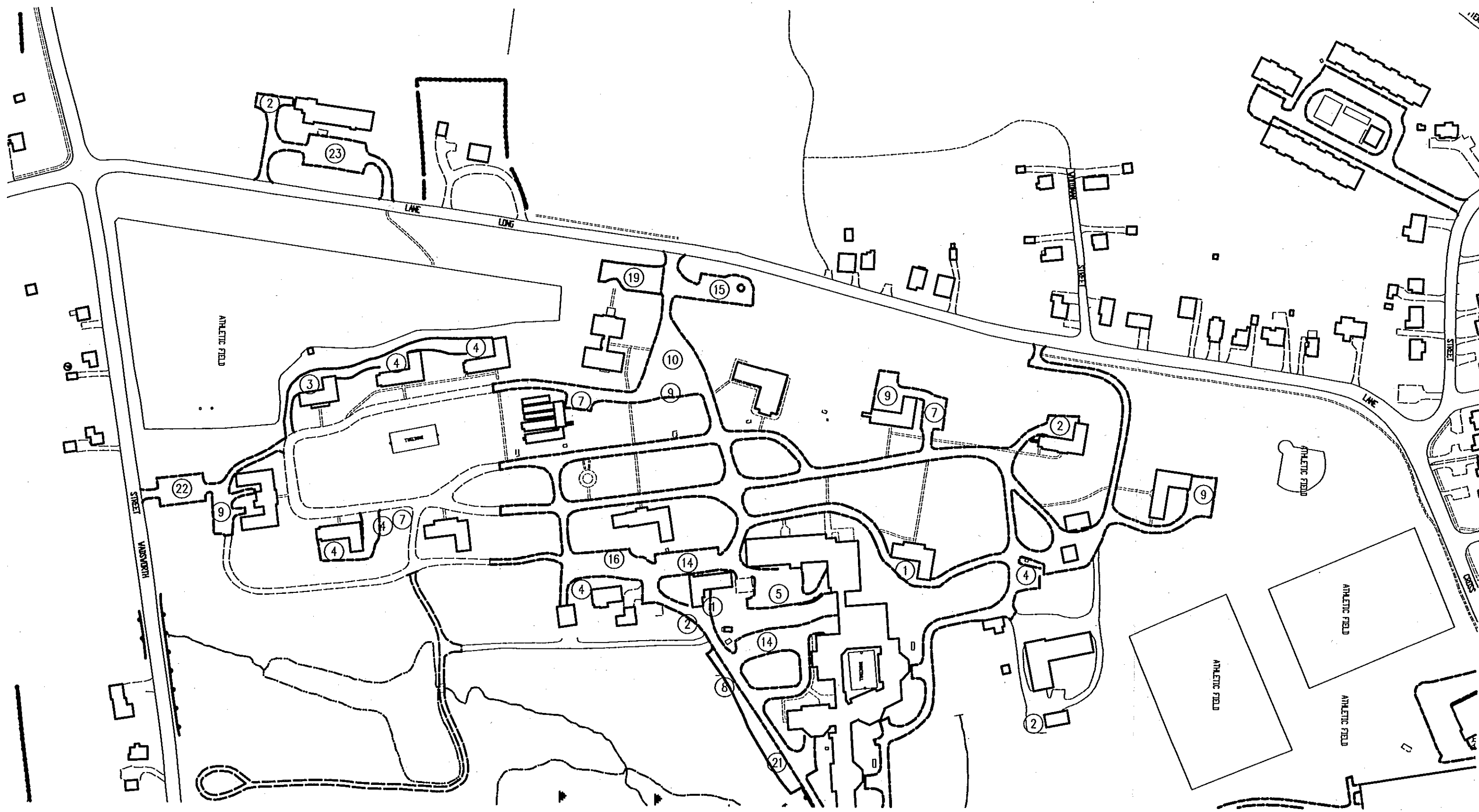
North/ South Roadways		Side of Street	Estimated Supply	% Associated w/ University	Demand									
					7:00 AM		11:00 PM		3:00 PM		7:00 PM		Overnight	
					Demand	Utilization	Demand	Utilization	Demand	Utilization	Demand	Utilization	Demand	
Washington Terrace	Vine St. to High St.	North South	0 52	100	4	8%	27	52%	33	63%	12	23%	4	
Court Street	High St. to Broad St.	North South	31 0	50	10	32%	24	77%	23	74%	13	42%	10	
Wyllys Avenue	High St. to Mt. Vernon St.	North South	42 0	100	33	79%	43	102%	42	100%	21	50%	12	
College Street	High St. to Broad St.	North South	22 31	50 50	7 0	32% 0%	15 0	68% 0%	10 10	45% 32%	6 12	27% 39%	7 0	
Williams Street	High St. to Broad St.	North South	37 0	50	21	57%	30	81%	27	73%	17	46%	19	
Church Street	High St. to Hotchkiss St.	North South	14 20	100 100	10 14	71% 70%	13 17	93% 85%	12 18	86% 90%	10 14	71% 70%	10 14	
Lawn Avenue	High St. to Pine St.	North South	51 46	100 100	14 15	27% 33%	49 47	96% 102%	45 43	88% 93%	34 21	67% 46%	13 13	
Cross Street	Vine St. to Knowles Ave.	North South	15 0	100 100	7	47%	9	60%	9	60%	16	107%	4	
East/ West Roadways														
Knowles Avenue	Vine St. to Church St.	East West	24 0	100	5	21%	10	42%	5	21%	14	58%	5	
Vine Street	Washington Terr. to Knowles Ave.	East West	0 50	100	4	8%	5	10%	5	10%	4	8%	4	
Warren Street	Church St. to Lot U	East West	20 0	100	5	25%	5	25%	5	25%	4	20%	5	
Fountain Avenue	Church St. to Pine Ave.	East West	0 22	100	25	114%	21	95%	18	82%	22	100%	24	
Pine Street	Church St. to Lawn Ave.	East West	25 0	100	3	12%	23	92%	22	88%	7	28%	3	
Miles Avenue	Church St. to Ravine Ave.	East West	0 12	95	8		4	33%	3		5		8	
Brainard Avenue	Church St. to Ravine Ave.	East West	31 25	90 90	10 13	32% 52%	12 14	39% 56%	14 15	45% 60%	10 9	32% 36%	10 13	
Home Avenue	Church St. to Ravine Ave.	East West	34 35	95 95	27 29	79% 83%	32 34	94% 97%	30 29	88% 83%	22 23	65% 66%	27 29	
Mt. Vernon Street	Wyllys St. to Washington Ter.	East West	0 20	100	2	10%	13	65%	11	55%	11	55%	1	
High Street	Washington Terr. to Church St.	East West	0 67	100	29	43%	56	84%	57	85%	31	46%	22	
	Church St. to	East	0											

Mansfield Terr. + Hamlin Place	West	22	100	32	145%	31	141%	29	132%	29	132%	32	
	College St. to William St.	East West	10 0	30	6	5	50%	7		5		6	
Pearl Street	Washington St. to College St.	East West	0 37	30	25	68%	29	78%	25	68%	14	38%	21
	Broad Street Washington St. to Church St.	East West	0 33	0	0 0	0%	33	100%	15	45%	28	85%	0
Total On-Street Parking			828		358	43%	601	73%	562	68%	414	50%	316

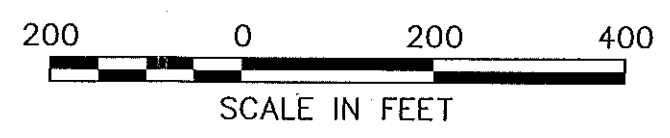
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## Long Lane Parking Supply

➤ *Figure 1 – Long Lane School Parking Inventory*



TOTAL ESTIMATED PARKING SUPPLY: 261 SPACES



Vanasse Hangen Brustlin, Inc.

Figure 1 April 30, 2003  
Long Lane School  
Middletown, Connecticut  
Existing Parking Inventory

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**Wesleyan Parking Regulations**

- *Motor Vehicle Regulations*
- *Typical Permits*
- *Motor Vehicle Registration From*
- *Wesleyan Parking Ticket*
- *Safety Shuttle/ Escort Service*

Kuff" will subject the owner/operator to an additional fine of \$50.

13. Students must register their vehicles each September at a cost of \$10 per academic year, or whenever they bring a vehicle to campus.

14. All persons operating motor vehicles on or around the campus must operate their vehicles within the speed limit and in a manner that will ensure the safety of the entire community.

15. Any vehicle abandoned on University property will be towed at the owner's expense. Should no one claim said vehicle, it will be disposed of by the carrier in the manner dictated by Connecticut statutes.

16. Any person whose vehicle has been towed or ticketed may appeal it in writing to the associate director of the Office of Public Safety within 14 days of the incident. The appellant will receive a response to his or her appeal within 10 days of the receipt of said appeal. Appeal forms are available at Office of Public Safety.

17. Any vehicle obstructing trash containers, parking in a service drive or loading dock, parking in a fire lane or tow zone, or obstructing other cars or driveways, will be subject to ticketing, towing, or immobilization.

18. The WEShop parking area is limited to 15 minutes parking during the hours that WEShop is open. Overnight parking is not allowed in this area.

19. Parking on lawns is prohibited throughout campus, including wood frame houses. Students living in wood frame houses can park in designated drive-ways or student lots.

These rules and regulations are enforced as equitably as possible. There are times when vehicles may be illegally parked and not ticketed, immobilized, or towed. These circumstances do not change the fact that the area is restricted. Therefore, the fact that a vehicle has parked in an area in the past without any action being taken does not constitute reasonable appeal.

Parking permits are available at the Office of Public Safety, located at 208 High Street, from 9:00 a.m.-11:30 a.m. and 1:30 p.m.-4:00 p.m., Monday through Friday.

The Office of Public Safety requests that all members of the community cooperate and adhere to these rules. This cooperation will ensure that traffic and parking patterns on campus will operate in a safe and efficient manner.

**MIDDLETOWN WINTER PARKING BAN**

From November to the end of March there is a winter parking ban in effect for the Middletown area. If there is a storm watch announcement or if it begins to snow, you are required to remove your parked vehicle from city streets until plowing operations have been completed. Failure to do so will result in a citation and towing by the Middletown Police. It is advisable to move your vehicle to the Vine Street Parking Lot if you have no other place to park.

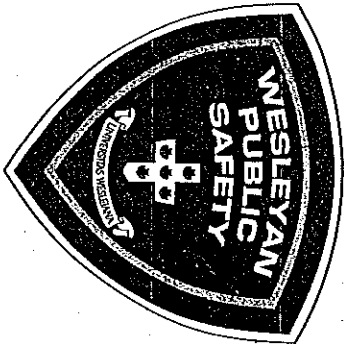
**IN-TOWN APARTMENTS**

The road that winds through the In-town Complex is considered a city street and is plowed by the City of Middletown Public Works Department. There is no legal parking on that street except for the parking sheds that are Wesleyan property.

The Office of Public Safety wishes to thank you in advance for your cooperation. Should you have any questions or problems with parking, you may contact the office, which is located at 208 High Street, at 685-2345 or ext. 2345.

*Please drive carefully.*

**WESLEYAN  
UNIVERSITY  
OFFICE OF  
PUBLIC SAFETY**



**MOTOR  
VEHICLE  
REGULATIONS**

# MOTOR VEHICLE REGULATIONS

The following rules and regulations have been adopted to promote the safety and convenience of the entire University and to allow for maximum and efficient use of our parking facilities. To serve this purpose they must be, and will be, strictly enforced.

Any motor vehicle parked on Wesleyan University property that does not display a valid parking decal for its assigned lot is subject to towing or immobilization by the application of the "Auto-Kuff" (Denver Boot). In addition, any vehicle that is properly registered with the Office of Public Safety but is parked in a lot other than the lot for which the vehicle is assigned, is subject to ticketing, towing, or immobilization. All visitors and guests should obtain a temporary parking permit. Prior arrangements should be made through the Office of Public Safety. The owner and/or operator of any vehicle parked on Wesleyan University property shall assume all risk of loss or damage to said vehicle and its contents. Wesleyan University assumes no responsibility for the safety, care, and protection of the vehicle and its contents. In this respect, we recommend that you lock your car.

The owner of any vehicle that becomes disabled on University property must notify the Office of Public Safety as soon as possible. In some instances, the vehicle will have to be removed immediately; otherwise, it must be removed within 48 hours.

## ENFORCEMENT OF REGULATIONS

The Office of Public Safety is charged with the responsibility of enforcing the regulations set forth on a 24-hour-a-day basis.

If you feel you have a unique parking problem, please contact the Office of Public Safety. We will try to help if the request is justified. If you are handicapped, we will do everything we can to ease your parking problems and assure easy access to the campus area you will be utilizing.

## SCHEDULE OF FINES

• Vehicle Registration	\$10 for the full academic year
• First Ticket	\$10
• All Additional Tickets	\$20
• Parking in Fire Lane	\$20
• Immobilization by Auto-Kuff or Boot*	\$20
• Towing	\$30 - \$100
• Endangering Grounds	\$25

\*Booting can occur in any lot and will incur a higher violator fee than ticketing.

All fines may be paid in cash or charged to a student's account. All fines not paid in cash will be billed to a student's account. This includes \$10 registration fee on unregistered vehicles.

## RULES AND REGULATIONS

1. All students, faculty, and staff must register their motor vehicle(s) with the Office of Public Safety and obtain a parking permit. The University reserves the right to tow or immobilize unregistered vehicles at the owner's expense.

2. All vehicles parked on campus must display a valid Wesleyan parking decal. This decal (or a Public Safety-issued temporary pass) must be prominently displayed inside the lower left-hand corner of the rear window.

3. A change of registration, transfer, or sale of a motor vehicle registered with Wesleyan must be reported to the Office of Public Safety.

4. The responsibility for finding an authorized parking space rests with the operator. Lack of space in a certain area is not considered a valid excuse for violation of these regulations.

5. The person in whose name the parking permit is issued shall be held responsible for any violation involving the vehicle.

6. Transfer of a parking decal or temporary permit to another vehicle, possession of a stolen or altered decal, or the falsification of a registration form is prohibited.

7. Motor vehicle parking on Wesleyan's campus is confined to Lots A through W. Restricted lots are posted at the entrances. A missing sign does not change the parking status of that particular lot. It is the responsibility of the driver to know the University parking regulations.

During the period of 8:00 a.m. to 5:00 p.m. Monday through Friday, faculty and staff vehicles must be parked in their assigned lots. During this time, students must park their vehicles in their assigned locations at the Vine Street Lot, the William Street High Rise Lot, K Lot (located between 202 and 230 Washington Street), M Lot (located at 356 Washington Street), 344 Washington Street Lot, 151/157 Church Street Lot, 156 High Street Lot, and In-town parking areas. Students parking in student lots/areas must possess a student sticker. Students may park in faculty/staff lots from 5:00 p.m. to midnight, Monday through Thursday, and 5:00 p.m. on Friday through Sunday at midnight, with the exception of O Lot on Observatory Circle.

Foss Hill Drive is restricted to ALL traffic after 5:00 p.m. each day, except for those vehicles with O Lot stickers, the escort vehicle, and Public Safety patrol. All other vehicles driving up or parked on Foss Hill Drive after 5:00 p.m. each day will be ticketed, towed, or immobilized.

The Office of Public Safety reserves the right to restrict parking in any campus lot during or after normal business hours for special events or emergencies.

All student vehicles must be removed from all lots except for the William Street High Rise Lot, the Vine Street Lot, K Lot (located between 202 and 230 Washington Street), M Lot (located at 356 Washington Street), 344 Washington Street Lot, 151/157 Church Street Lot, 156 High Street Lot, and In-town parking areas by midnight each night, Sunday through Thursday, or be ticketed, towed, or immobilized by the boot.

The O Lot, the Clark Hall Drive delivery area, and Foss Hill Drive parking areas are restricted to motor vehicle parking on a 24-hour basis. Only those vehicles obtaining O Lot permits may park in the circle and no vehicles may park in the Clark Hall delivery area or along Foss Hill Drive at any location.

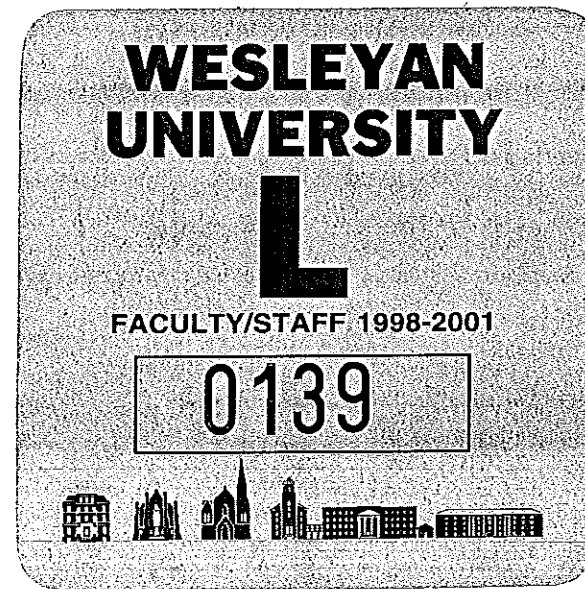
8. Registered vehicles parked in lots other than the assigned lots are subject to ticketing, towing or immobilization. A violation may result in the vehicle being immobilized with the "Auto-Kuff" at any time. If your vehicle has been immobilized with the "Auto-Kuff," do not attempt to remove it for any reason. This may cause damage to your vehicle and the "Auto-Kuff."

9. Unregistered vehicles parked in any University lot will be subject to immobilization, ticketing, and a fine. The first violation is not a warning. Vehicles receiving several tickets for parking in any University lot will be immobilized with the "Auto-Kuff" or towed, and the operator is responsible for payment of all citations received.

10. Vehicles parked in designated handicapped zones must display a valid state-issued permit. Vehicles illegally parked in designated handicapped zones are subject to ticketing and towing or immobilization with the "Auto-Kuff."

11. Any vehicle parked in a fire lane or in a manner so as to obstruct the normal flow of traffic or in any areas not intended for vehicular traffic will be ticketed and fined. Moreover, such vehicles are subject to towing. The first violation is not a warning. Vehicles parked in campus fire lanes that have been designated by the City of Middletown are subject to ticketing and/or towing by the Middletown Police Department and/or Public Safety.

12. Any registered vehicle parked in such a manner as to endanger the grounds (i.e., lawns, flagstones, etc.) will be booted and the owner fined \$25. Unregistered vehicles parked in such a manner as to endanger the grounds as mentioned above will be ticketed, fined \$25, and the vehicle will be immobilized by the application of the "Auto-Kuff." Vehicles that remain booted for more than 24 hours will be charged additional fines at the rate of \$10 per 24 hours (or traction thereof) until the "Auto-Kuff" is removed from the vehicle and the vehicle is removed from the area. The "Auto-Kuff" will be removed by Public Safety personnel after payment of these charges. Tampering with the "Auto-



**WESLEYAN  
UNIVERSITY**

**STUDENT  
2002-2003**

**1618**



**Wesleyan University**  
MIDDLETOWN, CT  
TEMPORARY PARKING PERMIT

License No. \_\_\_\_\_

Area \_\_\_\_\_

Expiration Date \_\_\_\_\_

\_\_\_\_\_  
SIGNATURE

No 2558

WESLEYAN I.D. NO. and NAME		• Please Type or Print Plainly •									
	Wesleyan I.D. Number	Last	First	Initial							
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>							
Check One	<input type="checkbox"/> Undergraduate Class of <input type="text"/> <input type="text"/> <input type="checkbox"/> Graduate <input type="text"/> <input type="text"/> <input type="checkbox"/> Faculty <input type="text"/> <input type="text"/> <input type="checkbox"/> Other <input type="text"/> <input type="text"/> <input type="checkbox"/> Special Student <input type="text"/> <input type="text"/> <input type="checkbox"/> Summer School <input type="text"/> <input type="text"/> <input type="checkbox"/> Staff <input type="text"/> <input type="text"/>										
Description of Motor Vehicle (see back for codes)	State	License Plate Number	Make	Model	Color	Year					
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>					
Owner's Information	LAST NAME		FIRST NAME		INITIAL	RELATIONSHIP					
	STREET ADDRESS			CITY OR TOWN		STATE					
This is to certify that I understand and agree to abide by all Wesleyan University motor vehicle regulations and all regulations hereafter properly established by the University.							For Office Use Lot Number <input type="text"/> - <input type="text"/>				
Signature			Date								

- ☐ Alabama (AL)
- ☐ Alaska (AK)
- ☐ Arizona (AZ)
- ☐ Arkansas (AR)
- ☐ California (CA)
- ☐ Colorado (CO)
- ☐ Connecticut (CT)
- ☐ Delaware (DE)
- ☐ Dist. of Col. (DC)
- ☐ Florida (FL)
- ☐ Georgia (GA)
- ☐ Guam (GU)
- ☐ Hawaii (HI)
- ☐ Idaho (ID)
- ☐ Illinois (IL)
- ☐ Indiana (IN)
- ☐ Iowa (IA)
- ☐ Kansas (KS)

☐ Acura (01)  
☐ Buick (02)  
☐ Cadillac (03)  
☐ Chevrolet (04)  
☐ Chrysler (05)  
☐ Dodge (06)  
☐ Ford (07)  
☐ G.M.C. (08)  
☐ International (09)  
☐ Jeep (10)  
☐ Lincoln (11)

☐ White (01)  
☐ Beige (02)  
☐ Silver (03)  
☐ Yellow (04)  
☐ Gold (05)  
☐ Green (06)

- |  |  |
|--|--|
| <input type="checkbox"/> Kentucky (KY)       | <input type="checkbox"/> Ohio (OH)           |
| <input type="checkbox"/> Louisiana (LA)      | <input type="checkbox"/> Oklahoma (OK)       |
| <input type="checkbox"/> Maine (ME)          | <input type="checkbox"/> Oregon (OR)         |
| <input type="checkbox"/> Maryland (MD)       | <input type="checkbox"/> Pennsylvania (PA)   |
| <input type="checkbox"/> Massachusetts (MA)  | <input type="checkbox"/> Puerto Rico (PR)    |
| <input type="checkbox"/> Michigan (MI)       | <input type="checkbox"/> Rhode Island (RI)   |
| <input type="checkbox"/> Minnesota (MN)      | <input type="checkbox"/> South Carolina (SC) |
| <input type="checkbox"/> Mississippi (MS)    | <input type="checkbox"/> South Dakota (SD)   |
| <input type="checkbox"/> Missouri (MO)       | <input type="checkbox"/> Tennessee (TN)      |
| <input type="checkbox"/> Montana (MT)        | <input type="checkbox"/> Texas (TX)          |
| <input type="checkbox"/> Nebraska (NE)       | <input type="checkbox"/> Utah (UT)           |
| <input type="checkbox"/> Nevada (NV)         | <input type="checkbox"/> Vermont (VT)        |
| <input type="checkbox"/> New Hampshire (NH)  | <input type="checkbox"/> Virginia (VA)       |
| <input type="checkbox"/> New Jersey (NJ)     | <input type="checkbox"/> Virgin Islands (VI) |
| <input type="checkbox"/> New Mexico (NM)     | <input type="checkbox"/> Washington (WA)     |
| <input type="checkbox"/> New York (NY)       | <input type="checkbox"/> West Virginia (WV)  |
| <input type="checkbox"/> North Carolina (NC) | <input type="checkbox"/> Wisconsin (WI)      |
| <input type="checkbox"/> North Dakota (ND)   | <input type="checkbox"/> Wyoming (WY)        |

- MOTOR VEHICLE MAKES •**
- |   |   |
|---|---|
| <input type="checkbox"/> Mercury (12)         | <input type="checkbox"/> Honda (22)         |
| <input type="checkbox"/> Oldsmobile (13)      | <input type="checkbox"/> Hyundai (23)       |
| <input type="checkbox"/> Plymouth (14)        | <input type="checkbox"/> Infinity (24)      |
| <input type="checkbox"/> Pontiac (15)         | <input type="checkbox"/> Jaguar (25)        |
| <input type="checkbox"/> Saturn (16)          | <input type="checkbox"/> Lancia (26)        |
| <input type="checkbox"/> Other: American (17) | <input type="checkbox"/> Lexus (27)         |
|   | <input type="checkbox"/> Mazda (28)         |
| <input type="checkbox"/> Alfa Romeo (18)      | <input type="checkbox"/> M.G. (29)          |
| <input type="checkbox"/> Audi (19)            | <input type="checkbox"/> Mercedes Benz (30) |
| <input type="checkbox"/> BMW (20)             | <input type="checkbox"/> Mitsubishi (31)    |
| <input type="checkbox"/> Fiat (21)            | <input type="checkbox"/> Nissan (32)        |

- ☐ Lt. Green (07)  
☐ Dk. Green (08)  
☐ Olive (09)  
☐ Brown (10)  
☐ Tan (11)  
☐ Rust (12)

- ☐ Ohio (OH)
- ☐ Oklahoma (OK)
- ☐ Oregon (OR)
- ☐ Pennsylvania (PA)
- ☐ Puerto Rico (PR)
- ☐ Rhode Island (RI)
- ☐ South Carolina (SC)
- ☐ South Dakota (SD)
- ☐ Tennessee (TN)
- ☐ Texas (TX)
- ☐ Utah (UT)
- ☐ Vermont (VT)
- ☐ Virginia (VA)
- ☐ Virgin Islands (VI)
- ☐ Washington (WA)
- ☐ West Virginia (WV)
- ☐ Wisconsin (WI)
- ☐ Wyoming (WY)

- ☐ Honda (22)
- ☐ Hyundai (23)
- ☐ Infinity (24)
- ☐ Jaguar (25)
- ☐ Lancia (26)
- ☐ Lexus (27)
- ☐ Mazda (28)
- ☐ M.G. (29)
- ☐ Mercedes Benz (30)
- ☐ Mitsubishi (31)
- ☐ Nissan (32)

- ☐ Red (13)  
☐ Pink (14)  
☐ Maroon (15)  
☐ Orange (16)  
☐ Purple (17)  
☐ Blue (18)

- ☐ Alberta (AT)
- ☐ British Columbia (BC)
- ☐ Manitoba (MB)
- ☐ New Brunswick (NB)
- ☐ Newfoundland (NF)
- ☐ Northwest Territory (NT)
- ☐ Nova Scotia (NS)
- ☐ Ontario (ON)
- ☐ Prince Edward Island (PE)
- ☐ Quebec (PQ)
- ☐ Saskatchewan (SA)
- ☐ Yukon Territory (YT)

- ☐ Bahamas (BS)  
☐ Great Britain (GB)  
☐ Jamaica (JA)  
☐ Mexico (MX)  
☐ Other (OT)

- ☐ Peugeot (33)
- ☐ Porsche (34)
- ☐ Renault (35)
- ☐ Saab (36)
- ☐ Subaru (37)
- ☐ Toyota (38)
- ☐ Triumph (39)
- ☐ Volkswagen (40)
- ☐ Volvo (41)
- ☐ Other: Foreign (42)

- ☐ Motorcycle (43)  
☐ Lt. Blue (19)  
☐ Dk. Blue (20)  
☐ Black (21)  
☐ Grey (22)  
☐ Other (23)

PARKING  
TICKET NO. 17552

WESLEYAN UNIVERSITY  
OFFICE OF PUBLIC SAFETY  
208 HIGH STREET  
MIDDLETOWN, CT 06459  
(860) 685-2345

WESLEYAN REG. NO.	STATE	LICENSE PLATE NUMBER	MO.	DAY	YR.	TIME

VIOLETION CODE NO. (SEE BELOW)	LOCATION CODE (SEE AT RIGHT)

VIOLETION CODES

01 NO WESLEYAN PARKING DECAL	04 PARKING IN SERVICE DRIVE OR LOAD. ZONE	07 OBSTRUCTING TRASH CONTAINER
02 PARKING ON TURF. OR SIDEWALK	05 NO PARKING AREA	08 OBSTRUCTING OTHER CARS OR DRIVEWAY
03 PARKING IN FIRE LANE OR TOW ZONE	06 PARKING IN UNAUTHORIZED LOT	10 PARKING IN HANDICAPPED SPACE

VEHICLES PARKED IN  
RESTRICTED AREAS ARE  
SUBJECT TO TOWING OR BOOTING AT ANY TIME  
AND AT THE OWNERS' OR OPERATORS' EXPENSE.

OFFICER  
SIGNATURE

VIOLETION LOCATION CODES

LOTS: A (01) H (08) P (15)  
B (02) J (09) R (16)  
C (03) K (10) S (17)  
D (04) L (11) T (18)  
E (05) M (12) V (19)  
F (06) N (13) W (20)  
G (07) O (14)

IN-TOWN (21) CLARK HALL (24)  
McCONAUGHY CIRCLE (22) SCIENCE CENTER (25)  
FOSS HILL DRIVE (23) CAMPUS CENTER (26)  
OTHER (27)

FOR OFFICE USE

PAID (P) ☐ UNPAID (U) ☐

PAYMENT INFORMATION

FINES MAY BE PAID IN THE FOLLOWING MANNER-

1. IN PERSON -  
AT OFFICE OF PUBLIC SAFETY IN NORTH COLLEGE.

2. BY MAIL -  
ADDRESSED TO: OFFICE OF PUBLIC SAFETY,  
WESLEYAN UNIVERSITY,  
MIDDLETOWN, CT 06459

IF PAID BY MAIL, ONLY CHECK OR MONEY ORDER  
MADE PAYABLE TO WESLEYAN UNIVERSITY WILL  
BE ACCEPTABLE.

FINES NOT PAID ON OR BEFORE 15 DAYS FROM THE  
DATE OF ISSUANCE (SEE FACE OF TICKET) SHALL BE  
CHARGED TO YOUR ACCOUNT AND YOU WILL BE BILLED  
ACCORDINGLY.

SCHEDULE OF FINES

VEHICLE REGISTRATION	\$10 for the full academic year
FIRST TICKET	\$10
ALL ADDITIONAL TICKETS	\$20
PARKING IN FIRE LANE	\$20
IMMOBILIZATION BY AUTO KUFF OR BOOT	\$20
TOWING	\$30 - \$100
ENDANGERING GROUNDS	\$25

PLEASE  
DRIVE  
SAFELY



## WESLEYAN UNIVERSITY OFFICE OF PUBLIC SAFETY

### SAFETY SHUTTLE/ESCORT SERVICE

The Safety Shuttle/Escort Service, provided by the Office of Public Safety, utilizes part-time civilian employees.

The shuttle travels a designated route in the core of the campus. The shuttle travels a continuous 30-minute route with 16 designated pickup and drop off points every 30 minutes. It does not stop between these points. The shuttle stops are located within the core of the campus and are posted.

An escort car is available to students traveling to or from locations outside the core area. Students outside the shuttle route can call the escort dispatcher for transportation. Waiting time for escorts may vary from five to ten minutes to as long as 30 minutes depending on demand and weather conditions. Please keep this in mind and plan ahead when you need to be at your destination at a specific time. The escort car operates from dusk until 4 a.m. everyday.

The escort service provides more than 35,000 rides during the school year. Because of the heavy demands for transportation, we ask that you comply with the following rules and regulations.

1. You must have in your possession a Wesleyan ID Card and show it upon request.
2. No alcohol or smoking is allowed in the escort vehicles.
3. Standing is not allowed when the safety shuttle is in motion.
4. The service does not provide transportation downtown or anywhere off campus.
5. Drivers of the safety shuttle and escort vehicle will not blow their horn to alert you, so please be on the alert for the vehicles.
6. There is safety in numbers. Three or more students going to the same building will not be eligible for an escort.
7. During the winter months, when driving conditions can be hazardous, the shuttle/escort may run on a limited basis or be temporarily suspended. Notices will be posted at shuttle stops if the service is curtailed for any reason.
8. Public Safety provides safety escorts at night when the escort service is not operating.

### SAFETY SHUTTLE SCHEDULE

The shuttle runs a 30-minute continuous loop from dark until 2 a.m. on Sunday to Thursday nights and 3 a.m. on Friday and Saturday nights. All shuttle stops are posted with signs indicating where to wait. Using 5 p.m. as an example, the shuttle departure schedule every 30 minutes will be as follows:

### SAFETY SHUTTLE SCHEDULE\*

STOP	LOCATION	DEPARTS	DEPARTS
Stop #1	Intown	5:00	5:30
Stop #2	Freeman Athletic Center	5:01	5:31
Stop #3	Base of Foss Hill Drive	5:02	5:32
Stop #4	Science Center-Church St.	5:04	5:34
Stop #5	Butterfield Parking Lot	5:06	5:36
Stop #6	High Rise	5:08	5:38
Stop #7	48/50 Wyllys Avenue	5:11	5:41
Stop #8	Hewitt Lounge	5:12	5:42
Stop #9	256 Washington Street	5:16	5:46
Stop #10	230 Washington Street	5:18	5:48
Stop #11	Malcolm X House	5:20	5:50
Stop #12	High Rise	5:23	5:53
Stop #13	Butterfield Parking Lot	5:25	5:55
Stop #14	Campus Center	5:27	5:57
Stop #15	Base of Foss Hill Drive	5:28	5:58
Stop #16	Intown	5:30	6:00

\*Times are approximate

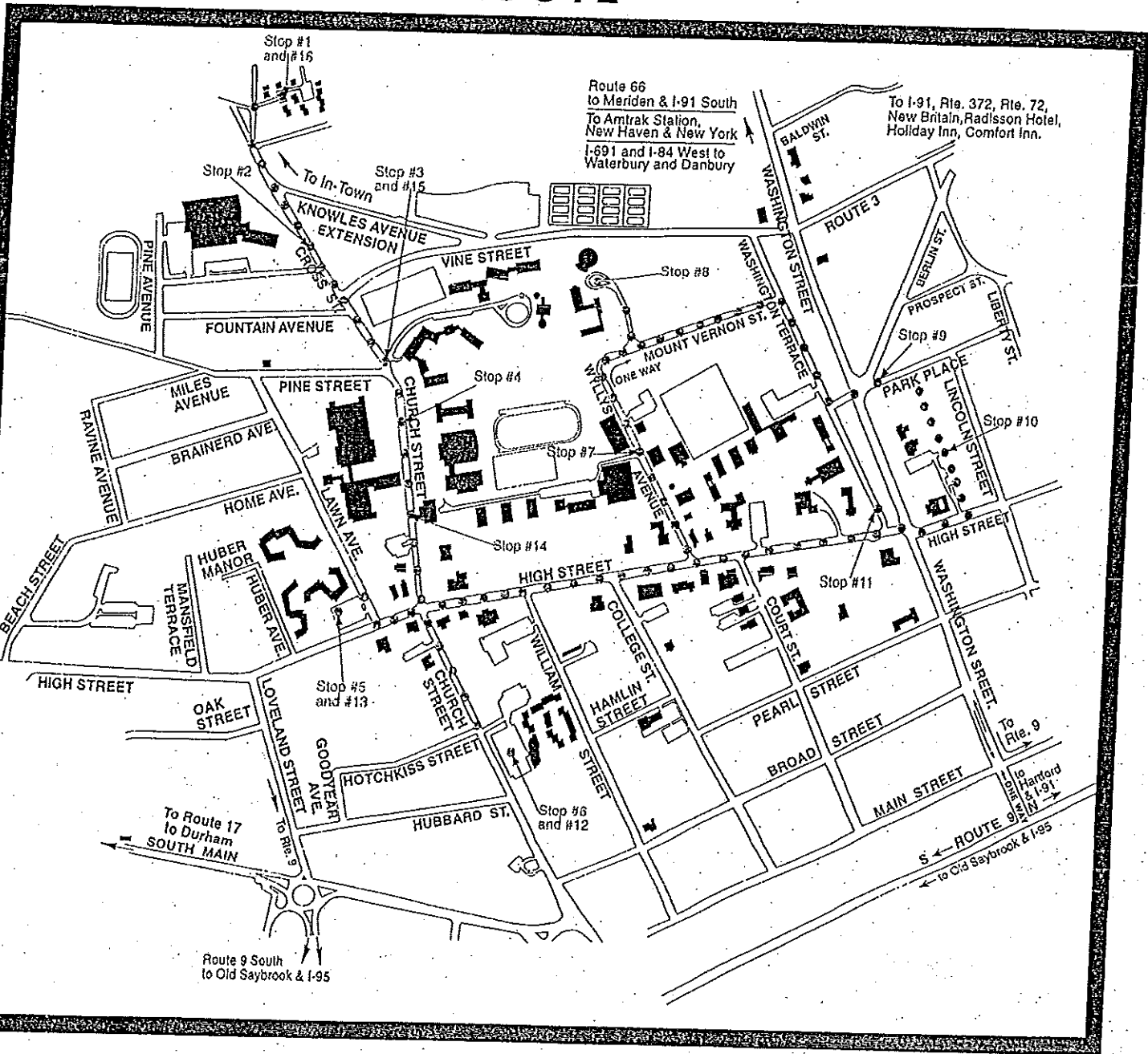
Students are again reminded that neither the safety shuttle nor escort are intended to be a campus bus or taxi and are provided exclusively for safety reasons.

Your cooperation in adhering to these guidelines is appreciated.

### ESCORT SERVICE TELEPHONE NUMBERS

From all campus extensions \_\_\_\_\_ Dial 2789  
From all other telephones \_\_\_\_\_ Dial 685-2789

Office of Public Safety Web site: [www.wesleyan.edu/publicsafety](http://www.wesleyan.edu/publicsafety)

[illegible]

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**Peer Review of Similar Colleges and Universities**

- *Summary Matrix*
- *NESCAC Parking Report*



*Vanasse Hangen Brustlin, Inc.*

54 Tuttle Place  
Middletown, Connecticut 06457  
860 632-1500  
FAX 860 632-7879

Memorandum

To:

Date: March, 2003

Project No.: 40716.03

From: S. O'Neill, P.E.

Re: Peer Review

Vanasse Hangen Brustlin, Inc. gathered available parking infrastructure and demographic information from peer universities to identify current trends in parking ratios for similar universities. VHB gathered this information through phone interviews and Internet research. Williams College Public Safety Department was particularly helpful and provided the attached New England Small College Athletic Conference Parking Report for our use. Table 1 provides a comparison matrix of key information. The following key themes can be drawn from this information.

- *Wesleyan is on the low end on parking fees.*
- *Approximately half of the universities and colleges reviewed ban 1<sup>st</sup> year students.*
- *Approximately half of the universities and colleges reviewed have satellite parking.*
- *All the universities and colleges reviewed have some type of shuttle service but it is not geared towards parking.*
- *Wesleyan appears to have less parking than other non-commuter colleges. However, when accounting for the ample on-street parking available throughout campus and parking associated with University owned housing, the parking ratios are competitive with the other universities and colleges.*

Table 1: Peer University Parking Comparison

University/College	Fee	Underclassmen Restrictions	Satellite Parking	Shuttle Service	Parking	Students	Parking Ratio	Notes
Wesleyan University	Student Decal - \$10/ year Faculty/ Staff Decal- Free	No restrictions.	Yes. Vine Street lot.	Yes. Safety Shuttle and escort service. 35,000 trips per year.	1,683 Spaces 626 Faculty/staff spaces 607 Student spaces 450 associated with off-campus housing	3,000	0.56/ 0.84*	
Amherst College	Student Decal - \$60/ year Faculty/ Staff Decal- Free	No parking for 1st year students.	Student parking in remote part of campus.	No. College sponsored night escort service. Public bus service is very effective.	1,190 Spaces 650 Faculty/staff spaces 540 Student spaces	1,700	0.70	Recent recommendation from faculty committee to increase ban on 1st year students to larger portion of upperclassmen. No on-street parking
Bates College	Student Decal - \$60/ year Faculty/ Staff Decal- Free	No restrictions.	Series of fragmented (20) student lots varying in size.	Yes. Daytime shuttle through Dean's Office. College sponsored night escort service.	753 Spaces 519 Student spaces 234 Faculty/staff spaces	1,750	0.43	
Boston University	Student Decal - \$880/ year (overnight) Faculty/ Staff Decal- \$1,237 or \$904/ year	No restrictions.	N/A	No. Great connection to MBTA.	3,264 Spaces	22,000	0.15	Urban campus with very limited parking opportunities. Parking stock includes structured parking.
Bowdoin College	Student Decal - \$25/ year Faculty/ Staff Decal- Free	No restrictions.	Main student lots around athletic complex.	Yes. Sponsored by Campus Safety and Dean of Student's	1,560 Spaces 584 Student spaces 976 Faculty/staff spaces	1,500	1.04	
Brown University	Student Decal - \$385 to \$100/ year Faculty/Staff hang-tag - \$385 to \$100/ year	No parking for 1st year students. All other students go into a lottery ranked by seniority.	Yes. Stadium area. Lowest yearly fee (\$200). 52 lots and one garage.		2,065 Spaces	7,350	0.28	Aggressive Transportation Demand Management.
Colby College	Student Decal - Free Faculty/ Staff Decal- Free	No restrictions.	A few large perimeter lots.	Yes. Operates between 2pm and 2am.	2,315 Spaces 600+ Faculty/staff spaces 1,715 Student spaces	1,800	1.29	Future plans to create a pedestrian-only core campus by moving all parking areas to the periphery of campus.
Connecticut College	Student Decal - \$50/ year Faculty/ Staff Decal- Free	No restrictions.	2 large student lots.	No.	1,400 Spaces 700+ Faculty/staff spaces 700 Student spaces	1,650	0.85	Plenty of parking supply. Most faculty, staff, and students feel parking locations are inconvenient.
Cornell University	Student Decal - \$575/year (\$285 for students enrolled prior to 2002) Faculty/Staff - Free in perimeter lots. \$280-\$620 standard price. Reduced rates or rebates (up to \$300) for ridesharing	No restrictions.	Yes. Free to all users.	Free use of municipal bus routes near campus. Substantially reduced rates for other bus routes.	11,600 Spaces	18,000	0.64	TDM incentives for faculty/staff and graduate students, including transit passes and occasional parker passes.
Dartmouth College	Student Decal - \$80/ year Faculty/ Staff Decal- \$120 to 72/ year	No restrictions.	Yes. Varying size lots throughout campus.	Yes. Campus shuttle. College also subsidizes the local bus service.	2,200 Spaces 850 Faculty/staff spaces 350 Student spaces 1,000 Frat/Sor spaces	5,000	0.44	
Hamilton College	Student Decal - \$50/ year Faculty/ Staff Decal-	No parking for 1st year students.	No.	No. Jitney service to local towns.	1,060 Spaces 500 Faculty/staff spaces 515 Student spaces 55 associated with off-campus housing	1,750	0.61	Student parking assignments by Lottery.
Haverford College	Student Decal - \$30/ year Faculty/ Staff Decal/ hang-tag- Free	No parking for 1st year students.	No.	Yes. Tri-College Van connects three colleges with each other, a shuttle service, and local bus service.	760 Spaces	1,100	0.69	
Middlebury College	Student Decal - free Faculty/ Staff Decal- free	Yes. 1st year students assigned to satellite lot.	Yes. Variety of shuttles.	Yes. Student run evening transport system, weekend shuttle bus, escort patrol.	2,121 Spaces 1,118 Student spaces 1,003 Faculty/staff spaces	2,300	0.92	Master Plan indicates moving interior parking areas to the periphery of campus.
Oberlin College	Student Decal/ hang-tag - \$60/ year Faculty/ Staff Decal/ hang-tag- Free	No restrictions.	No.	Escort service.	1,100 Spaces	2,850	0.39	Students are assigned to six parking areas. Faculty/ Staff assigned to two-tiers.
Smith College	Student Decal - \$150/ year Faculty/ Staff Decal- \$5 fee	All student parking by Lottery. Prioritized by Seniority. No 1st year student parking.	No.	Escort service. Public bus service very effective.	1,142 Spaces 242 Student spaces 900 Faculty/staff spaces	2,750	0.42	
Trinity College	Student Decal - \$100/ year Faculty/ Staff Decal-	Senior and Juniors have priority. Sophomores need permission. No 1st year student parking.	No.	Yes. Scheduled shuttle service.	1,075 Spaces 490 Faculty/staff spaces 585 Student spaces	2,300	0.47	
Tufts University	Student Decal - \$360 to \$180/ year Faculty/ Staff Decal- \$180/ year	No parking for 1st year students. Sophomores are assigned to satellite lot.	Yes. Near athletic complex.	Yes. Service to off-campus locations.	2,500 Spaces	4,500	0.56	Aggressive Transportation Demand Management. Visitor parking is metered. Contractors are issued 1-day permits.
University of Penn	Student & Faculty/Staff Decal - \$1,386 to \$828/ year	No restrictions.	Yes. Student commuter lot. (\$828/ year)	No. Great connection to SEPTA.	7,141 Spaces	18,000	0.40	
Williams College	Student Decal - \$65/year Faculty/Staff - free	No parking for 1st year students.	Yes. Remote parking areas near athletic complex. 39 lots and 10 garages.	No.	2,130 Spaces 1,349 Faculty/staff/other spaces 781 Student spaces	2,000	1.07	Students are assigned to specific lots. Limited on-street parking.

\* Includes the 800+ On-Street Parking Spaces

## ***NESCAC PARKING REPORT***

4/16/02

New England Small College Athletic Conference (NESCAC) is comprised of 11 highly selective liberal arts college located in the Northeast. Member institutions are Amherst, Bates, Bowdoin, Colby, Connecticut, Hamilton, Middlebury, Trinity, Tufts, Wesleyan, and Williams. Two non-NESCAC, but similar New England colleges, Dartmouth and Smith Colleges have been included in this survey.

### **Amherst College**

**Campus setting:** A rural/suburban setting within a college town comprised of 37,000 residents. Amherst has a student population of 1700 full-time students, but the larger University of Massachusetts is in the same town, adding another ..... The college is contiguous with the town.

### **Student Parking:**

**Number of student parking spaces:** 540

**Type of Lots:** 3 Large lots in remote part of campus.

**Number of student vehicles registered:** 637 including Off-Campus/Commuter. No 1<sup>st</sup> year students.

**Registration fee:** \$60 per year, student short-term permits at \$2 per week.

**Type of student parking decal:** Universal- any student decal can park in any designated student lot.

**How long does registration last?**

**Fine structure:** Flat rate

**Boot:** Yes, after 6 violations put on a boot list.

**Towing:** Yes, after 2 boots, in the extreme circumstance of need for immediate removal, and removal of suspended vehicle. Student pays all fines and costs.

**Collection of fines:** Campus Safety collects fines. Unpaid fines are put on student account.

**Suspension:** Yes, after 2nd boot.

**Disciplinary action:** Only in extreme situations and excessive violations.

**Does a shuttle service exist on campus:** No. Campus Safety provides late night escort service. The public bus service runs from campus to UMass and other town locations.

### **Faculty/Staff Parking:**

**Number of Faculty/staff spaces:** 650

**Number of Faculty/staff vehicles registered:** 406 current entries. Many older and outstanding decals still in use. Currently numbered series in use are in the 3000s.

**How many per employee:**

**Type of Faculty/Staff decal:** Universal, good for any designated Faculty/Staff parking lot.

**Fine:** None

**Boot:** No

**Towing:** Only in the extreme circumstance of the immediate need to have vehicle moved. College absorbs the cost.

**Collection of fines:** Currently tickets carry no fine for Faculty/Staff.

**Suspension:** No

**Comments:** A recent faculty committee recommendation was that the college assert the pedestrian nature of the campus and increase the ban on student parking from 1<sup>st</sup> years to include a larger portion of upperclassmen.

## **Bates College**

**Campus setting:** Rural, contiguous with the town.

### **Student Parking:**

**Number of student parking spaces:** 519

**Type of Lots:** 20 total lots. A few large lots. Many small lots.

**Number of student vehicles registered:** 519

**Registration fee:** \$60 a year

**Type of student parking decal:** Universal student decal, good in any student designated lot.

**Length of registration period:**

**Fine structure:** Flat rate: \$10 parking violations, \$20 unregistered

**Boot:** No

**Towing:** after 5 tickets: student pays all fines and charges for release.

**Collection of fines:** Through the College Business Office

**Suspension:** after 5 tickets

**Disciplinary action:** They keep towing. After 6 tows, a recommendation is sent to Dean's Office for disciplinary action.

**Does a shuttle service exist on campus?** Daytime shuttle is offered through the Dean's Office and a student run Saferide program.

### **Faculty/Staff Parking:**

**Number of Faculty/staff spaces:** 234 spaces

**Number of Faculty/staff vehicles registered:** 750 employees, most have more than 1 vehicle registered.

**How many per employee:**

**Type of Faculty/Staff decal:** Universal. No charge for decal.

**Fine:** Yes, same fine structure as students.

**Boot:** No

**Towing:** 1 unpaid ticket, goes on tow list.

**Collection of fines:** Business Office

**Suspension:** No, once placed on tow list, they are towed every time. In some cases, the immediate supervisor/administrator is contacted.

## **Bowdoin College**

**Campus setting:** 1500 students in a town of 27,000. Campus is contiguous to the town, but is separated from the business center of town.

### **Student Parking:**

**Number of student parking spaces:** 584

**Type of Lots:** A few larger ones, mainly around the Athletic Centers. Some smaller ones.

**Number of student vehicles registered:**

**Registration fee:** \$25 for permit, put on student account.

**Type of student parking decal:** Lot specific, color-coded lots.

**Length of registration period:** Continual

**Fine structure:** 1 warning ticket, \$25 per ticket after that.

**Boot:** No

**Towing:** Campus Safety determines by circumstance. Can be anytime after 3<sup>rd</sup> ticket. 1 warning, 1 \$25 ticket, then either more \$25 tickets or tow. Students parked in F/S (Blue) lots are towed immediately, no ticket.

**Collection of fines:** Paid at Bursar's Office. Unpaid tickets are put on student account.

**Suspension:** Once towed, they are put on a "Scofflaw" list and automatically towed every time.

**Disciplinary action:** Issued a letter.

**Does a shuttle service exist on campus?** Yes, Campus Safety and Dean of Student's sponsored.

### **Faculty/Staff Parking:**

**Number of Faculty/staff spaces:** 712 F/S spaces. 119 Public & Visitor spaces. 145

Other- Handicap and Service spaces.

**Number of Faculty/staff vehicles registered:** Unknown

**How many per employee:** Not available

**Type of Faculty/Staff decal:** Universal, Blue Lot, no charge.

**Fine:** Formally \$25 stated on ticket. Informally, not enforced/collected.

**Boot:** No

**Towing:** No

**Collection of fines:** No

**Suspension:** Repeat offenders are handled through Administration or Dean of Faculty Office. No-one has ever been suspended.

**Comments:** Security phone is recorded. This entire conversation was recorded. They have a specific person, a Parking Officer, in charge of parking.

## **Colby College**

**Campus setting:** 1800 students on a rural, self contained campus, up on a hill separated from town.

### **Student Parking:**

**Number of student parking spaces:** 1715

**Type of Lots:** A few large lots, smallest lot has 95 spaces.

**Number of student vehicles registered:** 498 Seniors, 377 Juniors, 305 Sophomores, 209 Freshman.

**Registration fee:** None

**Type of student parking decal:** Universal student decal.

**Length of registration period:**

**Fine structure:** \$10 1<sup>st</sup> fine. Up to 5 tickets \$50.

**Boot:** No

**Towing:** Yes, at 6<sup>th</sup> violation.

**Collection of fines:** Through College Business Office. Unpaid added to term bill.

**Suspension:** Yes, after 6<sup>th</sup> violation.

**Disciplinary action:** Not very often. Referred to and handled through Dean's Office.

**Does a shuttle service exist on campus?** Yes, runs from 2pm to 2am.

### **Faculty/Staff Parking:**

**Number of Faculty/staff spaces:** 600 +

**Number of Faculty/staff vehicles registered:** Unknown

**How many per employee:** More than 1 to 1 ratio.

**Type of Faculty/Staff decal:** Universal F/S decal good in any F/S lot.

**Fine:** \$10, but not enforced.

**Boot:** No

**Towing:** No

**Collection of fines:** No

**Suspension:** No

**Comments:** Future plans for the campus are to establish a pedestrian-only central part of campus, eliminating all (both F/S and Student) inner campus parking lots, and moving all parking lots to the periphery.

## **Connecticut College**

**Campus setting:** 1650 students, self contained campus in a mixed urban/suburban setting.

### **Student Parking:**

**Number of student parking spaces:** 700

**Type of Lots:** 2 large student lots of 300 and 400 spaces.

**Number of student vehicles registered:** Not available

**Registration fee:** \$50 a year, charge put on student account.

**Type of student parking decal:** Mostly universal in large lots. A few specific decals issued.

**Length of registration period:**

**Fine structure:** \$15 parking violations, \$40 moving violations, \$50 for greens/grass violations. (Need to Clarify)

**Boot:** No

**Towing:** After 3rd violation.

**Collection of fines:**

**Suspension:** After 8th violation-30 day suspension; 2<sup>nd</sup> - suspension for rest of the year.

**Disciplinary action:**

**Does a shuttle service exist on campus?** None

### **Faculty/Staff Parking:**

**Number of Faculty/staff spaces:** 700+ spaces. Most don't consider it convenient to their work location.

**Number of Faculty/staff vehicles registered:**

**How many per employee:** More than 1 to 1.

**Type of Faculty/Staff decal:** F/S decals are lot specific.

**Fine:** Yes, same as students. Fines go to the Business Office.

**Boot:** No

**Towing:** No. Only if immediately necessity.

**Collection of fines:** No real enforcement of collecting fines.

**Suspension:** No

**Comments:** Numbers add up to more than 1700 parking spaces, including F/S, Student, Visitor, Service and Handicapped spaces. While there is plenty of parking, most feel it is inconvenient parking.

## **Dartmouth College**

**Campus setting:** 4000 undergraduate and 1000 graduate students on a rural, contiguous campus.

### **Student Parking:**

**Number of student parking spaces:** 350 undergraduate spaces. 1000 additional spots in Fraternity and Sorority houses.

**Type of Lots:** 2-3 very large lots of 300-350 spaces, many smaller ones near administrative and academic buildings, many small lots at Fraternity & Sorority housing.

**Number of student vehicles registered:** 350

**Registration fee:** \$80 per year.

**Type of student parking decal:** Lot specific

**Length of registration period:** Students have to re-register every term,

**Fine structure:** Progressive. 1<sup>st</sup> ticket is warning. Fine is based on type of violation up to \$50 for serious violations.

**Boot:** Yes, after 4 violations based on type of violations.

**Towing:** Yes, after 4 violations based on type of violations.

**Collection of fines:** Parking Division bills, unpaid put on term bill.

**Suspension:** Yes, after 8 citations.

**Disciplinary action:** Keep towing off campus. Repeat tows have been effective deterrent.

**Does a shuttle service exist on campus?** Yes. The college also subsidizes the local bus system to maintain bus service from campus to town locations.

### **Faculty/Staff Parking:** 7000 Full, P/T, and Temporary employees.

**Number of Faculty/staff spaces:** Adequate

**Number of Faculty/staff vehicles registered:** 5000

**How many per employee:** ?

**Type of Faculty/Staff decal:** Combination of lot specific and universal. Most F/S lots are at peripheral locations. Faculty and Administrative staff are charged \$120 annually for parking decal. Service and non-administrative staff people are charged \$72 annually.

**Fine:** Same fine structure as students.

**Boot:** No

**Towing:** No

**Collection of fines:** Not allowed to register vehicle the next year if there are unpaid fines.

**Suspension:** Not allowed to register vehicle the next year if there are unpaid fines.

**Comments:**

## **Hamilton College**

**Campus setting:** 1750 students on a rural, self-contained college campus.

### **Student Parking:**

**Number of student parking spaces:** 515 on campus spaces. 55 additional spaces at off-campus housing units. Assignments made by lottery.

**Type of Lots:** A few large lots, 100-150 each

**Number of student vehicles registered:**

**Registration fee:** \$50 a year.

**Type of student parking decal:** Lot specific

**Length of registration period:**

**Fine structure:** \$25 minor violations, \$50 for more serious, \$75 for unregistered-24 hour grace period to register.

**Boot:** No

**Towing:** After 3<sup>rd</sup> ticket.

**Collection of fines:** Through business office.

**Suspension:** Yes, for persistent violators.

**Disciplinary action:**

**Does a shuttle service exist on campus?** Jitney service to off-campus locations.

### **Faculty/Staff Parking:**

**Number of Faculty/staff spaces:** 500

**Number of Faculty/staff vehicles registered:** Not available.

**How many per employee:**

**Type of Faculty/Staff decal:** Universal F/S decal, must not be in student parking.

**Fine:** Yes

**Boot:** No

**Towing:** Yes, but only if immediately necessary.

**Collection of fines:** Yes, through Business Office.

**Suspension:** No

**Comments:**

## **Middlebury College**

**Campus setting:** Rural campus, mostly self-contained but some parts contiguous to town.

### **Student Parking:**

**Number of student parking spaces:** 1118

**Type of Lots:** 18 student lots, some as small as 6, largest has 200 spaces.

**Number of student vehicles registered:** 1000, 1<sup>st</sup> year students are allowed vehicles.

**Registration fee:** None

**Type of student parking decal:** 1<sup>st</sup> year students are limited to 1 remote lot. Upper classes have universal decal good in any student lot.

**Length of registration period:** 1<sup>st</sup> year's register at a booth set up at registration at beginning of the year. Upperclassmen are expected to register as soon as they bring a car on campus. They begin ticketing for unregistered immediately to get those unregistered into Office to register.

**Fine structure:** \$10 parking violations, \$25 traffic and more serious violations.

**Boot:** Yes, to identify unregistered and/or after 5 tickets. After 5 tickets they lose their parking permit.

**Towing:** Yes, when immediate removal is necessary, including snow removal.

**Collection of fines:** 30 days to appeal, unpaid fines are put on student account.

**Suspension:** Yes, in extreme circumstances. Repeat offenders are banned from campus after not responding to a sanction meeting and written letter. In some cases they may be assigned to one specific remote lot in which the vehicle is only allowed to move at breaks to leave campus.

### **Disciplinary action:**

**Does a shuttle service exist on campus?** They have a variety of ride services. There is a student run evening transport service. There is also a weekend shuttle bus into several parts of town. Campus Safety has a student escort patrol. Campus Safety does medical transports.

### **Faculty/Staff Parking:**

**Number of Faculty/staff spaces:** 1003

**Number of Faculty/staff vehicles registered:** 1141

**How many per employee:**

**Type of Faculty/Staff decal:** Universal, 26 small F/S lots, 8 lots shared in common with students where F/S spaces are designated.

**Fine:** Yes, same fine structure and appeal process as students.

**Boot:** No

**Towing:** Yes, when immediate removal is necessary, including snow removal.

**Collection of fines:** Yes, employees have a PIN charge account on their College ID.

Unpaid fines can be attached to their PIN account and deducted from payroll.

**Suspension:** No

**Comments:** While there is enough parking for both students and staff, most consider it inconvenient parking. The master plan for the future is to move parking to the a few larger peripheral parking lots and recapture some of green space on campus.

## **Smith College**

**Campus setting:** Contiguous campus in small city.

### **Student Parking:**

**Number of student parking spaces:** 242

**Type of Lots:** 1 large parking garage of 300-350 spaces, 110-150 in other small lots.

**Number of student vehicles registered:** ? by Lottery, prioritized by resident Seniors, Juniors, and Sophomores. No 1<sup>st</sup> years allowed to register vehicles.

**Registration fee:** \$150 per year, \$75 per semester. If only registered for 1<sup>st</sup> semester, no guarantee of 2<sup>nd</sup> semester availability.

**Type of student parking decal:** Universal, color coded. Students can park in F/S parking from 5pm-7am.

**Length of registration period:** 1<sup>st</sup> 2 weeks to apply for lottery.

**Fine structure:** Violations by group. Group A violations \$20, Group B violations \$10.

**Boot:** After 3 violations.

**Towing:** When immediate removal is necessary.

**Collection of fines:** Ticket is an envelope that can be sent to Campus Safety directly or to a Parking Appeals Committee. 30 days to respond before fine is placed on Term bill.

**Suspension:** No

**Disciplinary action:** They continue to fine and tow. Habitual offenders are passed on to a Judicial Board.

**Does a shuttle service exist on campus?**

### **Faculty/Staff Parking:**

**Number of Faculty/staff spaces:** 900

**Number of Faculty/staff vehicles registered:** 2,200

**How many per employee:** Not enough, College leases part of a Church lot for F/S

**Type of Faculty/Staff decal:** Universal. \$5 fee.

**Fine:** Same as students.

**Boot:** No

**Towing:** No

**Collection of fines:** Garnish wages for unpaid fines.

**Suspension:** No

**Comments:**

**Trinity College**

**Campus setting:** An urban campus self-contained in a 3 block radius.

**Student Parking:**

**Number of student parking spaces:** 585

**Type of Lots:** 1 large parking garage for 100 about a block away.

**Number of student vehicles registered:** 550 full-time student vehicles registered. Seniors and Juniors have priority. For Sophomores who receive permission to bring a vehicle on campus, a lottery is held for available spaces. 1<sup>st</sup> years are not allowed to register.

**Registration fee:** Full-time students \$100 per year, \$50 per semester, Commuters and part-time students \$50 per year.

**Type of student parking decal:** Universal. Full Time students are generally blue, part-time students are gray.

**Length of registration period:** Students should register before they get back from the summer. Most times there is a cut-off at around Oct. 1st

<b>Fine structure:</b>	No Parking/Restricted	\$15
	No Parking on Road/Access Area	\$15
	Blocking Parked Vehicles	\$30
	Driving M/V in Pedestrian Area	\$45
	Violation of Fire Laws	\$60
	Parking in Handicapped Zone	\$60
	Reckless Driving	\$60
	Failure to Register/Renew	
	Registration with Campus Safety	\$100

**Boot:** No

**Towing:** Yes. A large number of cars towed annually. @ 600 vehicles a year.

**Collection of fines:** Unpaid fines are billed to student account about once a month.

**Suspension:** Yes. About 20 vehicles are suspended from campus per year.

**Disciplinary action:** No action beyond towing and suspending vehicle from campus.

**Does a shuttle service exist on campus?** Yes, There are two internship shuttles that run during the day. There are also two evening shuttles that run from dusk to 2am weeknights, 4am on weekends. These run a scheduled route through campus. There is also an additional evening shuttle for students to make quick trips off campus to local pharmacies and grocery stores. There is an additional "culture van" that operates on the weekend. After hours, Campus Safety provides escorts.

**Faculty/Staff Parking:**

**Number of Faculty/staff spaces:** 490

**Number of Faculty/staff vehicles registered:** @800

**How many per employee:** Flexible, staff can register as many vehicles as they provide proof of ownership for.

**Type of Faculty/Staff decal:** Universal. Re-register staff cars about every four years.

**Fine:** Faculty/Staff are issued tickets, but collection has always been an issue. Ticketing is generally done as a scare tactic.

**Boot:** No

**Towing:** If the staff person is unreachable and if the situation calls for it. They have had a good success rate when they have to find someone.

**Collection of fines:** No

**Suspension:** No

**Comments:** They manage F/S parking just as they do students. Even though it's difficult to collect monies, they do print a scofflaw list so that any staff member or professor accumulates more than ten tickets in a year, their respected department head or human resources would in turn handle the problem.

## **Tufts University**

**Campus setting:** Larger college in urban environment. Information here is for the Main Campus, which is contiguous with towns of Medford and Somerville. 4500 undergraduates. 1000 Faculty and Staff.

### **Student Parking:**

**Number of student parking spaces:** 2500 total parking spaces shared by Students, Faculty & Staff.

**Type of Lots:** 3 large lots and several small lots.

**Number of student vehicles registered:** No 1<sup>st</sup> years allowed to register. Sophomores are lot restricted.

**Registration fee:** \$360 a year for residential students. \$90 per semester/\$180 per year for commuters.

**Type of student parking decal:** Universal, but color-coded decals for residential, commuter, and F/S lots. Students can park in F/S spaces from 6pm-6am.

**Length of registration period:** 1-2 weeks at beginning of school year.

**Fine structure:** \$15 in Faculty/Staff, \$50 for unregistered, \$50 + original cost of decal + revocation for displaying a lost/stolen, tampered or forged decal.

**Boot:** No, tried but not found effective for their purposes.

**Towing:** After 3 violations or anytime when immediate removal is necessary, including snow removal.

**Collection of fines:** 14 days to appeal to the Parking and Traffic Services Office.

Collection and billing through Bursars Office. Because of town street parking problems involving students, the town has an agreement with the college to bill students through the Bursars Office for town citations also.

**Suspension:**

**Disciplinary action:**

**Does a shuttle service exist on campus?** Yes, from on-campus to off-campus locations

### **Faculty/Staff Parking:**

**Number of Faculty/staff spaces:** 1000+, Faculty staff have access to a large parking garage, 4 medium size lots, and reserved F/S parking on 2 streets.

**Number of Faculty/staff vehicles registered:** Not available. Faculty & Staff must register and pay the same as students. Full-time \$90 a semester/\$180 a year. Part-Time \$45 a semester/\$180 a year.

**How many per employee:** Enough for all who register.

**Type of Faculty/Staff decal:** Universal

**Fine:** Same policies that apply to students.

**Boot:** No

**Towing:** Yes, when immediate removal is necessary.

**Collection of fines:** Unpaid fines can be attached to payroll deduction.

**Suspension:** Faculty/Staff with outstanding fines will not be allowed to register for next semester or year.

**Comments:** Visitor parking is metered. Students are not allowed to use metered parking areas. Contractors are issued 1 day parking permits good in any student, faculty/staff, or service spaces.

## **Wesleyan College**

**Campus setting:** College Community of 2800 students in a small city of 50,000. Much of the campus is contiguous with city and there is much student use of city street parking.

### **Student Parking:**

**Number of student parking spaces:** 600-700

**Type of Lots:** 8-9 large student parking lots. There is a lot of student off-campus housing near campus with lots of little parking lots.

**Number of student vehicles registered:**

**Registration fee:** \$10 per year.

**Type of student parking decal:** Universal, students can park in F/S parking from 5pm to Midnight, and from 5pm Friday through Midnight Sunday.

**Length of registration period:**

**Fine structure:** 1<sup>st</sup> ticket-\$10, All Additional Tickets-\$20, Parking in Fire Lane-\$20, Immobilization/Boot-\$20, Towing-\$30-\$100, Endangering Grounds-\$25, Unregistered-\$25 and booted.

**Boot:** Yes, mainly to identify unregistered.

**Towing:** Yes

**Collection of fines:** 10 days to appeal to the Associate Director of Public Safety. May be paid in cash or charged to student's account.

**Suspension:** No

**Disciplinary action:** No

**Does a shuttle service exist on campus?** There is a Nighttime Safety Escort Service.

There is also a 15 passenger van service that runs a regular route through campus, stopping at predetermined locations and times.

### **Faculty/Staff Parking:**

**Number of Faculty/staff spaces:**

**Number of Faculty/staff vehicles registered:**

**How many per employee:**

**Type of Faculty/Staff decal:** Lot specific.

**Fine:** No

**Boot:** No

**Towing:** No

**Collection of fines:** None

**Suspension:** In cases of repeat offenders the Director of Campus Safety may address the problem with the individual, and if necessary, ask the immediate supervisor to deal with the issue. These are rare cases.

**Comments:**

**Williams College**

**Campus setting:** 2000 undergraduates in a rural/small town college town of, much of campus is contiguous to town.

**Student Parking:**

**Number of student parking spaces:** 639

**Type of Lots:** 2-3 large lots, many small lots.

**Number of student vehicles registered:**

**Registration fee:** \$60 a year.

**Type of student parking decal:** Lot Specific: Students may park in F/S parking from 6pm-2am Monday through Friday, and 1pm-2am on Saturday and Sunday.

**Length of registration period:** 1 week at beginning of semester.

Fine structure: Non-designated fine		Designated fine
1-2	warning	\$15 or \$25
3	\$5	\$15 or \$25
4	\$10	\$15 or \$25
5-8	\$20	\$20 or \$25
9-12	\$40	\$40
13	\$50	\$50
14	\$50	\$50

**Boot:** Yes, to identify unregistered and for repeat offenders.

**Towing:** Yes, when immediate removal is necessary.

**Collection of fines:** Paid to the Bursars Office. Unpaid fines are put on student term bill.

**Suspension:** After 14<sup>th</sup> ticket parking and driving privileges on campus are suspended.

**Disciplinary action:** In extreme circumstances student is referred to Dean's Office.

**Does a shuttle service exist on campus?** Yes, College Council sponsors a shuttle

**Faculty/Staff Parking:**

331 Faculty, 254 Administrative, 496 Support Staff      Total=1081

**Number of Faculty/staff spaces:** 753 F/S, 76 Service, 51 Handicap, 129 Visitor

**Number of Faculty/staff vehicles registered:**

**How many per employee:** 753 spaces for 1081 employees, many with more than one vehicle registered.

**Type of Faculty/Staff decal:** Universal

**Fine:** None

**Boot:** No

**Towing:** Only in the extreme circumstance of needing to be removed immediately.

**Collection of fines:** None

**Suspension:** No

**Comments:**

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**Freeman Center Expansion Parking Generation**

- *VHB Memorandum – Freeman Center Expansion Parking Needs – April 3, 2003*
- *City of Middletown – Zoning Code Requirements for Freeman Center Expansion*

## Anticipated Parking Demands

VHB calculated the following three scenarios to forecast future demands of the proposed Freeman Athletic Center Complex. Detailed information regarding each scenario is provided in the Appendix.

### Scenario 1: Actual Parking Demands for Multiple Athletic Events

Scenario 1 is based on current parking demands of actual events at the Freeman Athletic Center and the Alumni Athletic Building. VHB performed a parking accumulation study to quantify the parking demands associated with actual events that will occur at the proposed Freeman Athletic Center Complex when the expansion is completed. The parking accumulation study was undertaken on February 8<sup>th</sup>, 2003 to capture a combination of various athletic events at both the Alumni Athletic Building and the Freeman Athletic Center. *Table 1* presents the schedule and location of these events. As presented in Table 1, the majority of athletic venues were in use with the Bacon Field House being occupied by a major Indoor Track Invitational. The combination of these events generally represents a worst case scenario for athletic event parking demand.

Table 1:  
Major Events Schedule - February 8<sup>th</sup>, 2003

<i>Event</i>	<i>Location</i>	<i>Time Period</i>
Cardinal Invitational <sup>1</sup>	Bacon Field House <sup>2</sup>	10AM to 4PM
Men's Varsity Ice Hockey	Wesleyan Arena <sup>2</sup>	3PM to 6PM
Men's and Woman's Swimming and Diving	Wesleyan Natatorium <sup>2</sup>	1PM to 3PM
Open Weights	Fitness Center <sup>2</sup>	All Day
Men's Varsity Basketball	Alumni Athletic Building	2PM to 5PM

<sup>1</sup> Men's and Woman's Indoor Track - Five team invitational

<sup>2</sup> Located in the Freeman Athletic Center

Based on a review of the parking accumulation data, a peak parking demand of approximately 210 vehicles occurred at 1:00 PM for the multiple events held at the Freeman Athletic Complex. Parking demands of approximately 50 vehicles associated with the Men's Varsity Basketball at the Alumni Athletic Building were also observed. Considering these venues will be combined with the construction of Freeman Athletic Complex expansion, this represents a total parking demand of 260 vehicles. This scenario indicates that approximately *290 parking spaces* should be provided for the future uses of the proposed Freeman Center. This includes adjusting for the effective capacity of any parking supply to account for handicap/reserved parking, university vehicles, snow storage, and sufficient reserve capacity.

## Scenario 2: New Freeman Center Sold Out – Non-Athletic Event

Scenario 2 represents a sold out non-athletic event in the new gymnasium (1,200 seats) of the proposed Freeman Athletic Center Complex. Based on the following assumptions this scenario indicates a total 270 *parking spaces* should be provided for a sold out event at the new Freeman Center. The 270 spaces also accounts for snow storage, handicap/reserved parking, university vehicles, and sufficient reserve capacity.

- 1,200 patrons for sold out event
- Half (600) of the patrons are students.
- All students walk to the event
- Half (600) of the patrons are general public
- 2.7 patrons per vehicle for the general public
- 600 patrons @ 2.7 per vehicle = 222 patron vehicles
- 20 staff vehicles
- Assume additional ten percent for snow storage, handicap/reserved parking, university vehicles, and sufficient reserve capacity
- 270 total vehicles

## Scenario 3: New Freeman Center Sold Out – Men's Varsity Basketball Game

Scenario 3 represents a sold out Men's Varsity Basketball Game in the new gymnasium (1,200 seats) of the proposed Freeman Athletic Center Complex. Based on the following assumptions this scenario indicates a total 300 *parking spaces* should be provided for a sold out basketball at the new Freeman Center. The 300 spaces also accounts for snow storage, handicap/reserved parking, university vehicles, and sufficient reserve capacity.

- 1,200 patrons for sold out game
- Apply vehicle occupancy rate (VOR) of 4.5 patrons/ vehicle<sup>1</sup>
- 270 vehicles
- Assume additional ten percent for snow storage, handicap/reserved parking, university vehicles, and sufficient reserve capacity
- 300 total vehicles

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<sup>1</sup> Based on actual field observations on February 8<sup>th</sup>, 2003. (Wesleyan University vs. Williams College)

## Summary

In summary, the proposed Freeman Athletic Center Complex will need approximately 300 parking spaces to meet anticipated peak parking demands. *Figure 1* indicates the location of three surface parking areas with a total of 300 spaces in support of Freeman Athletic Center events. This more than triples the existing 85 parking spaces in close proximity to the Freeman Athletic Center. The following recommendations should be considered in conjunction with the development of the Freeman Athletic Center expansion:

- Provide 300 new parking spaces for the Freeman Athletic Center Complex.
- Provide quality pedestrian facilities between parking areas and Freeman Athletic Center Complex.
- Manage major event parking demands through scheduling.
- Continue to use the Vine Street Lot for bus parking.
- Discontinue use of the Vine Street Lot for overflow parking.
- Use the proposed Pine Street lot for Faculty / Staff parking to maximize shared use.

**Scenario 1: Actual Parking Demand for Multiple Athletic Events**

<i>Event</i>	<i>Time</i>	<i>Patrons</i>
5 Team Men's/ Women's Indoor Track Meet	10AM to 4PM	151
Men's Basketball Game	2PM to 5PM	102
Duel Swim Meet	1PM to 3PM	233
Hockey Game	3PM to 6PM	88
Weight Room	All Day	30
		604 Total Patrons

***Observed Parking Accumulation Related to Events***

Freeman Center peak parking accumulation	211 at 1PM
Alumni Cage peak parking accumulation	50 at 2PM
261 Total Vehicles	

***Recommended parking spaces***

Designing for 90% parking utilization\*

**Need 300 Total Parking Spaces**

**Scenario 2: New Freeman Center (Sold out Event)**

Capacity - 1200 seats

Conservatively assume 50% of the patrons are students(600 Patrons)- all walk trips

Remaining trips general public (600 patrons) - use 2.7 VOR = 222 vehicles

Assume 20 additional vehicles - staff

**222 Total Vehicles**

***Recommended parking spaces***

Designing for 90% parking utilization\*

**Need 250 Total Parking Spaces**

**Scenario 2: New Freeman Center (Sold out Basketball Event)**

Use calculated VOR from February 8, 2003 Basketball Game

223 patrons/ 50 parked vehicles = 4.5

1200 patrons/ 4.5 = **267 Total Vehicles**

***Recommended parking spaces***

Designing for 90% parking utilization\*

**Need 300 Total Parking Spaces**

**Summary:**

- 1) Build 300 off-street parking spaces in close proximity to the Freeman Center
- 2) Manage peak parking demands through improved scheduling
- 3) Utilize Vine Street Lot for secondary/spillover parking
- 4) Improve pedestrian connection from Vine Street Lot to Freeman Center
- 5) Expand Vine Street Lot to the north if Freeman Center requires additional parking or
- 6) Continue to use Cross Street, Knowles Avenue, and Fountain Avenue for parking
- 7) Build satellite parking lot on the Long Lane property with quality ped connection
- 8) Continue pedestrian priority development strategies

\* provides for snow storage, handicap/reserved parking, University vehicles, etc.

Table 1: Freeman Center - Existing Parking Accumulation Characteristics

Parking Area	Total Supply	12:00 PM			1:00 PM			2:00 PM			3:00 PM		
		Parked Cars	Assoc w/ Event	Demand	Parked Cars	Assoc w/ Event	Demand	Parked Cars	Assoc w/ Event	Demand	Parked Cars	Assoc w/ Event	Demand
<u>Off-Street</u>													
Lot R	36	41	100%	41	41	100%	41	40	100%	40	40	100%	40
Lot U	54	83	100%	83	85	100%	85	87	100%	87	90	100%	90
Vine Street	299	172	N/A*	14	174	N/A*	14	154	N/A*	10	149	0%	0
<u>On-Street**</u>													
Warren St.	20	18	100%	18	22	100%	22	24	100%	24	29	100%	29
Cross St.	15	14	100%	14	15	100%	15	15	100%	15	15	100%	15
Knowles Ave.	24	18	100%	18	24	100%	24	20	100%	20	12	100%	12
Fountain St.	22	14	70%	10	14	70%	10	8	70%	6	6	70%	4
<u>Total Demand</u>				198			211			202			190

2/8/2003 Events:

10AM - 4PM: Five Team Men's and Woman's Indoor Track Meet (Approx. 151 spectators mostly parents)  
 1PM - 3PM Duel Swim Meet (102 spectators Approx. "45 parents")  
 3PM Hockey Game (Approx. 88 spectators)  
 Other Events during counts - Open Skate, Open Weights  
 (Alumi Cage-Basketball 223 spectators) parking demand under separate cover

Comments:

A very small percentage of patrons used Vine Street Lot.  
 LOT R & U over capacity - very difficult circulation  
 Warren St. & Cross St. always at capacity  
 Knowles St. always close to capacity  
 Fountain St. used by repeat patrons  
 On-street parking ban was in effect the evening before count program.

Vine Street Lot

Snow parking band evening before count.  
 At 12pm 104 cars were still in Lot from night before (snow covered)



# Computations

Project: Wesleyan Parking Project # 40716  
 Location: Sheet of  
 Calculated by: S.O'Neill Date: 2/8/03  
 Checked by: Date:  
 Title Men's B-Ball Parking Generation

## Alumni Cage - 2 PM Men's Basketball - Parking Characteristics

<u>Off-Street</u>	<u>1:15 PM</u>	<u>1:30 PM</u>	<u>2:10 PM</u>	<u>Estimate</u>
LOT F	4	6	16	10
LOT E	22	46	46	+ 5
Lot New	14	24	25	+ 5

## On-Street

Wyllis Ave.	18	30	43	13
Mt. Vernon	2	2	19	17
High St.	<u>2</u>	<u>2</u>	<u>2</u>	0
	62	110	151	

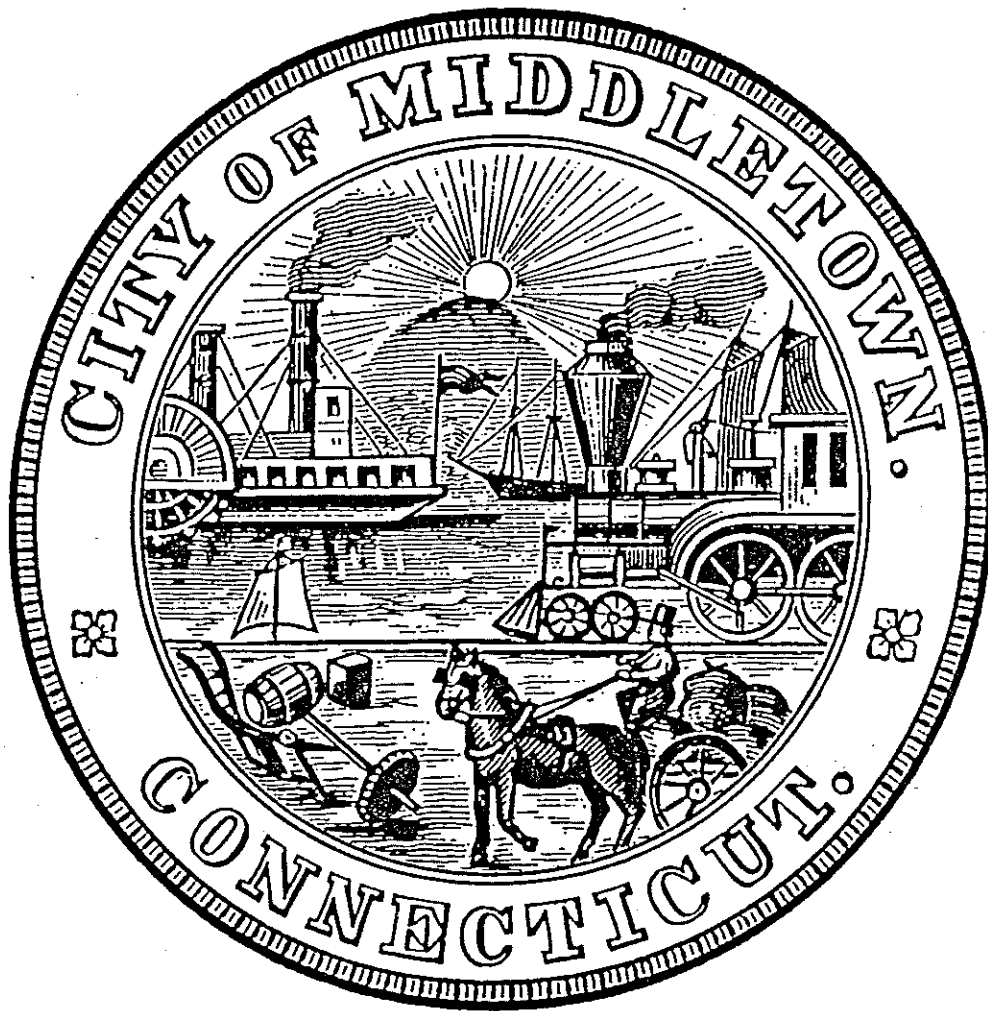
Δ 46 vehicles

Say 50 veh

## Notes:

- Attendance = 223 spectators
- No parking activity associated w/ B-Ball @ LOTS → T/G/A/H/I or along Wash. Terrace, College, Court.
- Admission Events → 40 veh @ 1:15 using Lot E/New/Wyllis
- Sliding on Hill → Approx 5 veh in New Lot

# ZONING CODE



## PLANNING & ZONING COMMISSION

NOTE:  
THIS CODE IS AMENDED FROM TIME TO TIME.  
THEREFORE THE MOST RECENT VERSION SHOULD  
ALWAYS BE CONSULTED BEFORE ANY IRREVERSIBLE  
DECISIONS ARE MADE.

40.04.04 COMMERCIAL

Establishments Devoted  
to Retail Sales, Trade,  
Merchandising or  
Similar Use.

This requirement shall  
not apply to the Central  
Business District  
Commercial Zone.  
(See footnote #1)

REQUIREMENTS

One (1) parking space for each  
three hundred (300) sq. ft. of  
gross building area per floor.

40.04.05 CIVIC CLUBS, PRIVATE  
CLUBS, LODGES, AND  
SIMILAR USES

One (1) parking space for each  
fifty (50) sq. ft. of gross  
building area per floor.

40.04.06 DORMITORIES

One (1) parking space for  
each two (2) students.

40.04.07 EDUCATIONAL INSTITUTIONS

One (1) parking space for each two  
(2) employees, including teachers  
and administrators, plus sufficient  
off-street space for safe and  
convenient loading and unloading  
students, plus additional facilities  
for student parking, taking into  
consideration the total number of  
students driving automobiles, and  
the requirements for stadium,  
gymnasium and auditorium use.

#1. "This requirement shall not apply to land-uses in the B-1  
Central Business Zone if outside the Redevelopment Project.  
(No. Conn. R 105) area except as part of a municipal off-  
street parking program".



## Computations

Project: FREEMAN ATHLETIC Project # 410690

Location: MIDDLETOWN, CT Sheet of

Calculated by: PPD Date:

Checked by: Date:

Title PARKING CALCULATIONS

For Proposed Freeman Center

Expansion

### ZONING REQUIREMENTS:

- 1 PARKING SPACE PER 2 EMPLOYEES +
- 1 PARKING SPACE PER 300 SQFT GFA +
- 1 PARKING SPACE PER 4 SEATING CAPACITY

### ASSUMPTIONS:

30 EMPLOYEES

OUTSIDE VENUES DO NOT COUNT TOWARD PARKING TOTALS

### EXISTING CENTER REQUIRED PARKING

$$\begin{array}{lcl} 30 \text{ EMPLOYEES} - & 1 \text{ SPACE} / 2 \text{ EMPLOYEES} = & 30 / 2 = 15 \\ + & 199,000 \text{ SF GFA} & 1 \text{ SPACE} / 300 \text{ SQ FEET} = 199000 / 300 = 664 \\ + & 2400 \text{ PERM SEATS} & 1 \text{ SPACE} / 4 \text{ SEATS} = 2400 / 4 = 600 \\ & & \hline & & 1279 \end{array}$$

### PROPOSED ADDITION REQUIRED PARKING

$$\begin{array}{lcl} 0 \text{ EMPLOYEES} & & 0 \\ + & 57,000 \text{ SF GFA} & 1 \text{ SPACE} / 300 \text{ SQ FEET} = 57000 / 300 = 190 \\ + & 1200 \text{ PERM SEATS} & 1 \text{ SPACE} / 4 \text{ SEATS} = 1200 / 4 = 300 \\ & & \hline & & 490 \end{array}$$

$$\text{TOTAL PARKING REQUIRED} = 1279 + 490 = 1769$$

1,769 Parking spaces



## Computations

Project: \_\_\_\_\_ Project # \_\_\_\_\_  
Location: \_\_\_\_\_ Sheet \_\_\_\_\_ of \_\_\_\_\_  
Calculated by: \_\_\_\_\_ Date: \_\_\_\_\_  
Checked by: \_\_\_\_\_ Date: \_\_\_\_\_  
Title PARKING CALLS

### BUILDING AREAS

ADDITION - 57,000 SF ±

#### EXISTING

FIELD HOUSE: UPPER LEVEL 63,650 SF ±  
LOWER LEVEL 21,650 SF ±

HOCKEY ARENA: 35,000 SF ±

POOL 21,000 SF ±

LOBBY/OFFICE 22,900 SF ±

LOWER LEVEL LOCKER/STORAGE/OFFICE 35,000 ±  
199,200 SF ±

TOTAL 256,200 SF ±

### SEATING

#### ADDITION

GYM - 1200 SEATS

#### EXISTING

HOCKEY - 2000 SEATS ±

FIELD HOUSE 200 SEATS ±

POOL 200 SEATS ±

2400

---

## **Student Parking Ratio**

- *Student Parking Ratio Approach and Calculation*
- *Student Parking Assignment Recommendations*



# Computations

Project: Wesleyan U

Project # 40716

Location:

Sheet 1 of 5

Calculated by: O'Neill

Date: 3/18/03

Checked by: Cranshaw

Date:

Title Student to Veh. Ratio

Approach: Estimate # of Dorm students and Off-street/On-street parked veh @ 6AM associated w/ these students

## 1. Major Residence Halls

	<u>Students</u>
Buttfield	405
High Rise/Low Rise	335
Clark	153
West College	127
Nicolson	211
Hewitt	<u>180</u>
	1,411 students

## 2. Off-street Student Lot Demand → In support of Major Residence Halls

	<u>Demand</u>
Lot W	127
Lot V	161
Lot S	18
Lot Y	<u>12</u>
	318 parked veh

318 parked Veh : 1411 students  
 3.7 / 1 = 3.5 students

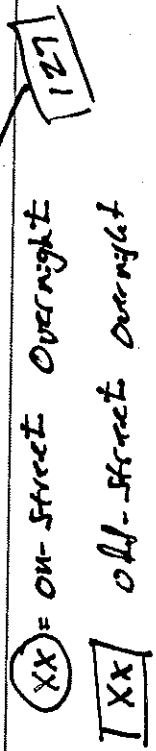
## 3. On-streets - In support of Major Resid. Halls

	<u>Factor *</u>	<u>6AM Demand</u>	<u>Estimated Student Demand</u>
High Street	90%	x 54 =	49
Home Street	50%	x 56 =	28
Church Street	100%	x 24 =	24
Lawn Avenue	100%	x 26 =	26
Wyllis Ave	100%	x 12 =	12
MT Vernon	100%	x 1 =	<u>1</u>

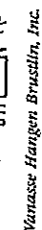
140 parked veh

\*% of Street "used" by Wesleyan Students

Assume 70 veh Assoc of Dorms  
 Assume 70 veh Assoc of Houses

1,233

5/5



Wesleyan University  
Figure 2  
2003 Off-Street Parking Supply  
Middletown, Connecticut

---

**Typical Parking Spaces per Wood Frame Housing**

- *Estimate of off-street parking spaces per "Wood Frame" housing units.*



# Computations

Project: Wesleyan

Project # 40716

Location:

Sheet 1 of 1

Calculated by: M. BLUME

Date: 5/12/03 - 7:00 AM

Checked by: S. ONEILL

Date: 5/12/03

Title "Wood" Units : Off-street Spaces

## BRAINARD AVENUE

### FIELD RECONNAISSANCE

DETERMINE # OF VEH. PARKED OFF-STREET  
AND/OR OFF-STREET PARKING CAPACITY

NOTE: BRAINARD AVE UNDER RECONSTRUCTION.

HOUSE #

CAPACITY (VEH)

NOTE

8

2

2-GARAGE

10

2

2-GARAGE - DRIVEWAY DOES  
NOT APPEAR USED FOR PARKING  
1-GARAGE / 1 DRIVEWAY

16

2

18/20

0

22/24

6

2-GARAGE / 2-BLOCKING GARAGE  
2 ON DRIVEWAY NOT BLOCKING  
ACCESS/EGRESS

28

2

1-GARAGE / 1 ON DRIVE  
BLOCKING GARAGE

32

2

2 ON DRIVEWAY - HEAD TO TAIL

36

2

2 ON DRIVEWAY - HEAD TO TAIL

38/40

1  
5

3 GARAGE / 1 IN COVERED PARKING  
SPACE, 1 ADDITIONAL SPACE  
NOT BLOCKING ACCESS/EGRESS

44

13 units

24 VEH

24 veh / 13 unit

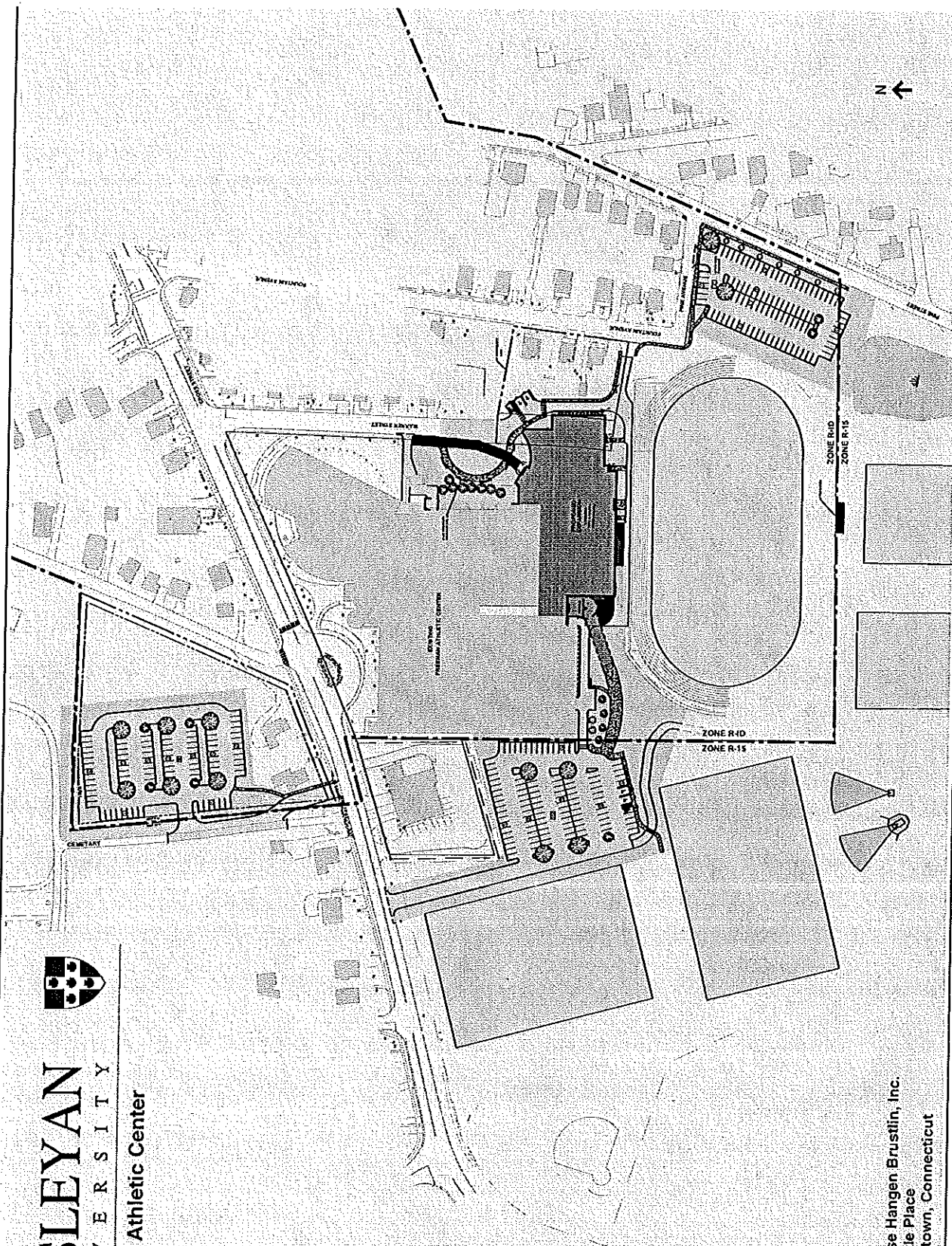
Approx. 1.85 space/unit

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## Various Parking Lot Concepts



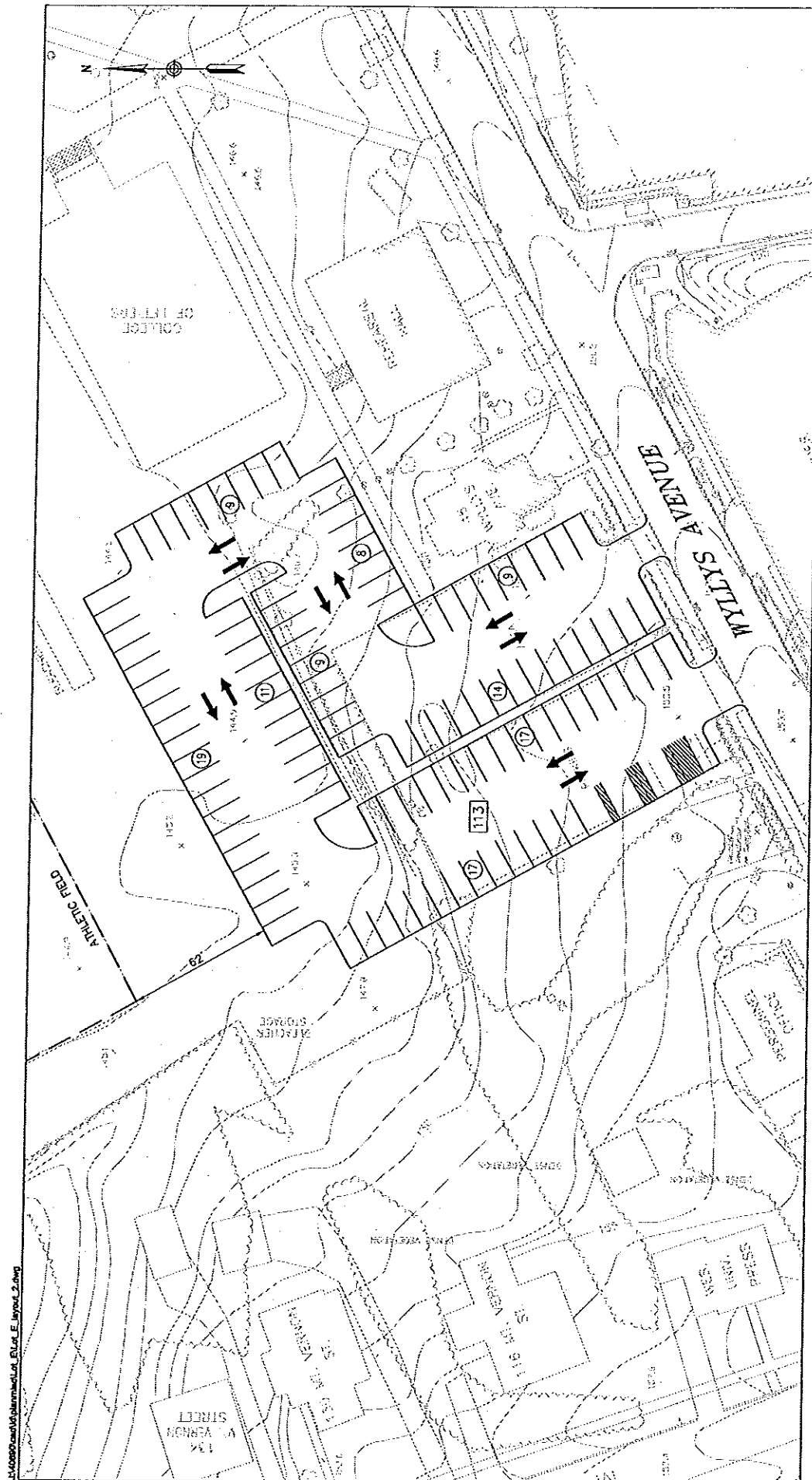
**Freeman Athletic Center**



**Vanasse Hangen Brustlin, Inc.**  
54 Tuttle Place  
Middletown, Connecticut



.....



**Vannasse Hangen Brustlin, Inc.**  
April 29, 2003  
Figure 2  
Wesleyan University  
Middletown, Connecticut  
Parking Lot E  
Alternative 2

**Figure 2** April 29, 2003

Wesleyan University

Middletown, Connecticut  
 Bookline 1 or F

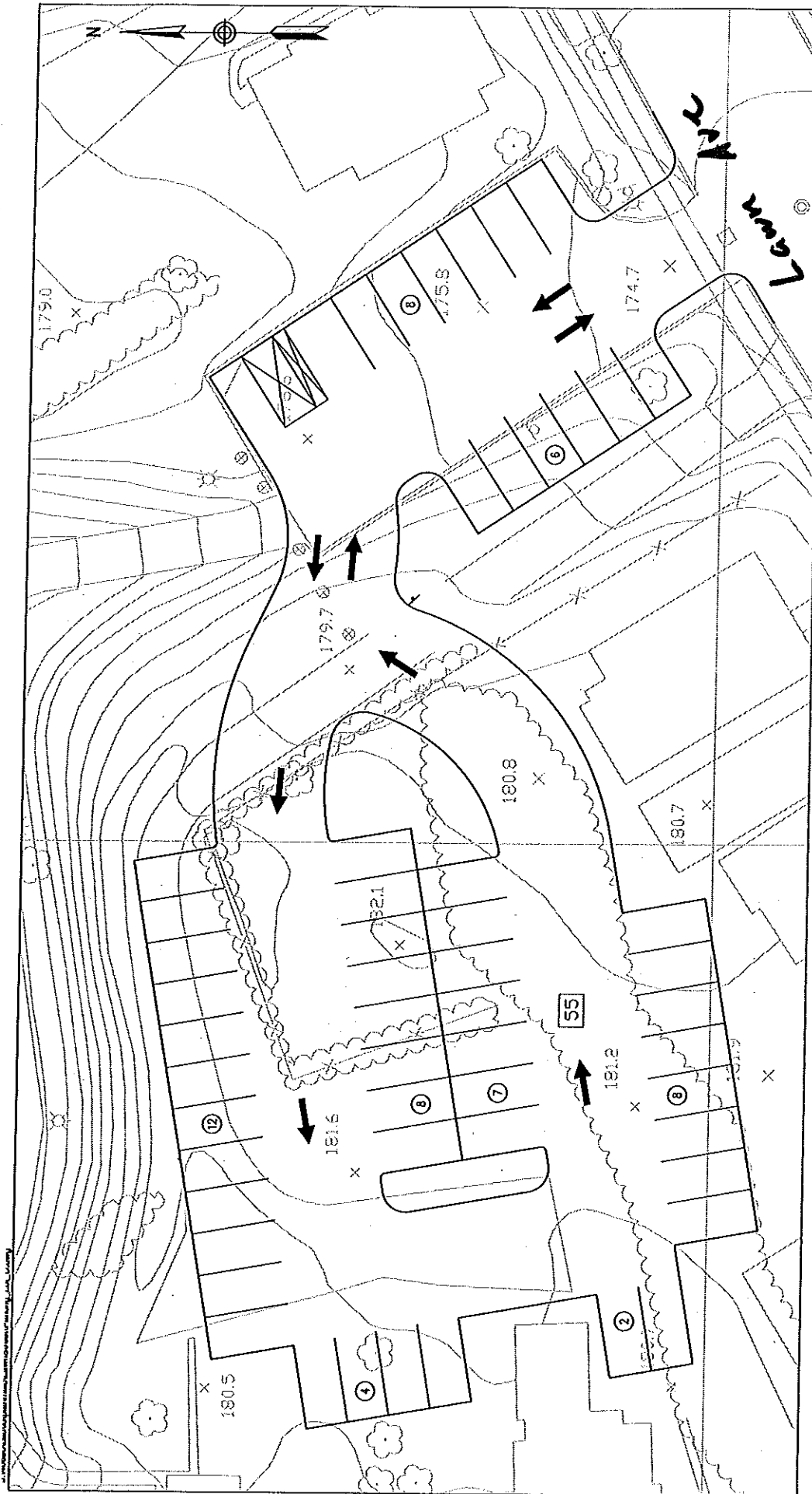
**Parking Lot E  
Alternative 2**











THIS PLAN IS COMPILED FROM AVAILABLE EXISTING INFORMATION AND IS FOR CONCEPTUAL PLANNING ONLY. FURTHER RESEARCH MAY BE REQUIRED TO VERIFY DIMENSIONS, ZONING REQUIREMENTS, WETLAND LIMITS, FIRE CODES, STATE AND LOCAL PERMITTING, PHYSICAL RESTRAINTS ON SITE, AND TRAFFIC CIRCULATION.

Vanasse Hangen Brustlin, Inc.

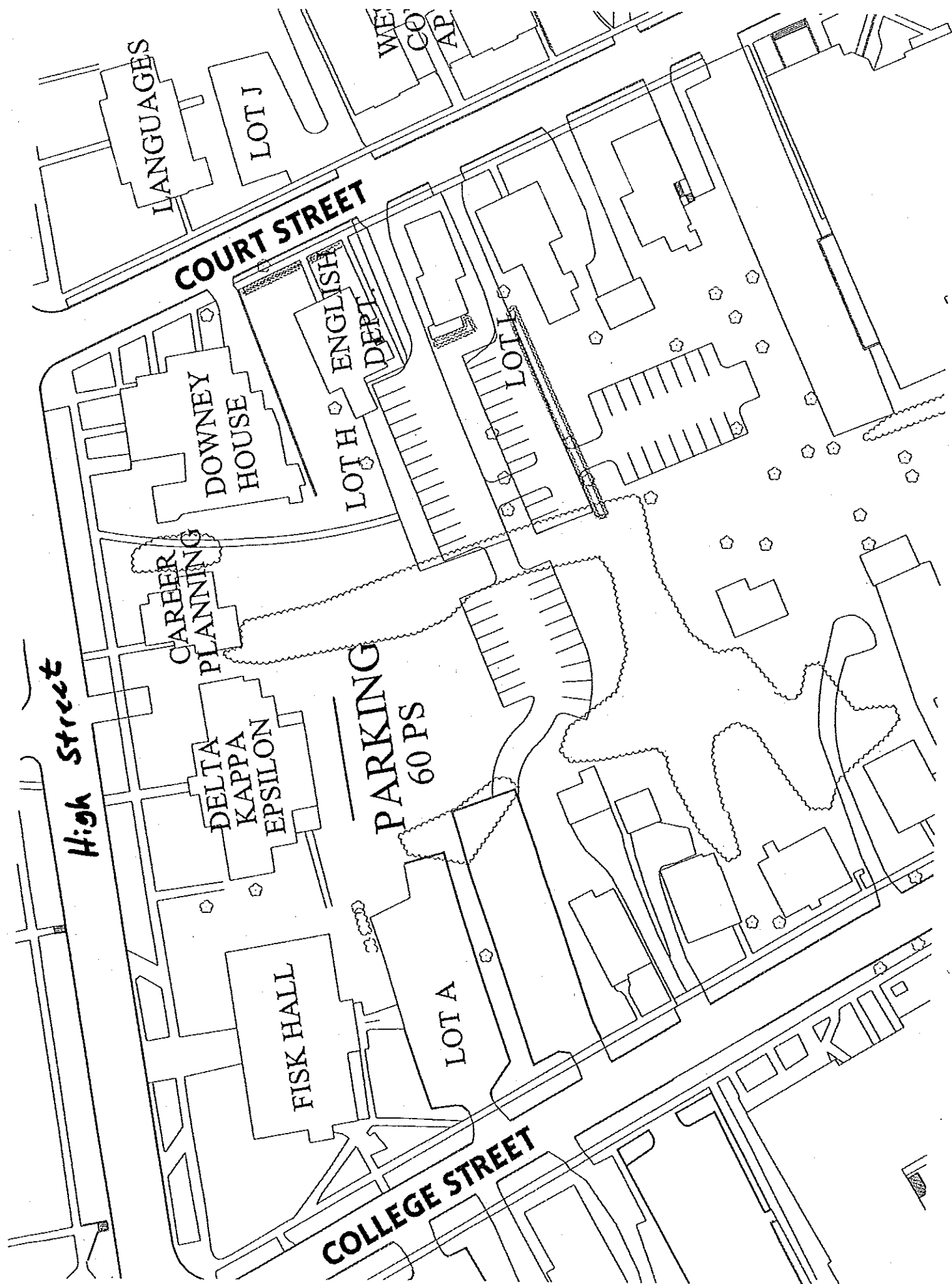
FIGURE 1 APRIL 24, 2003

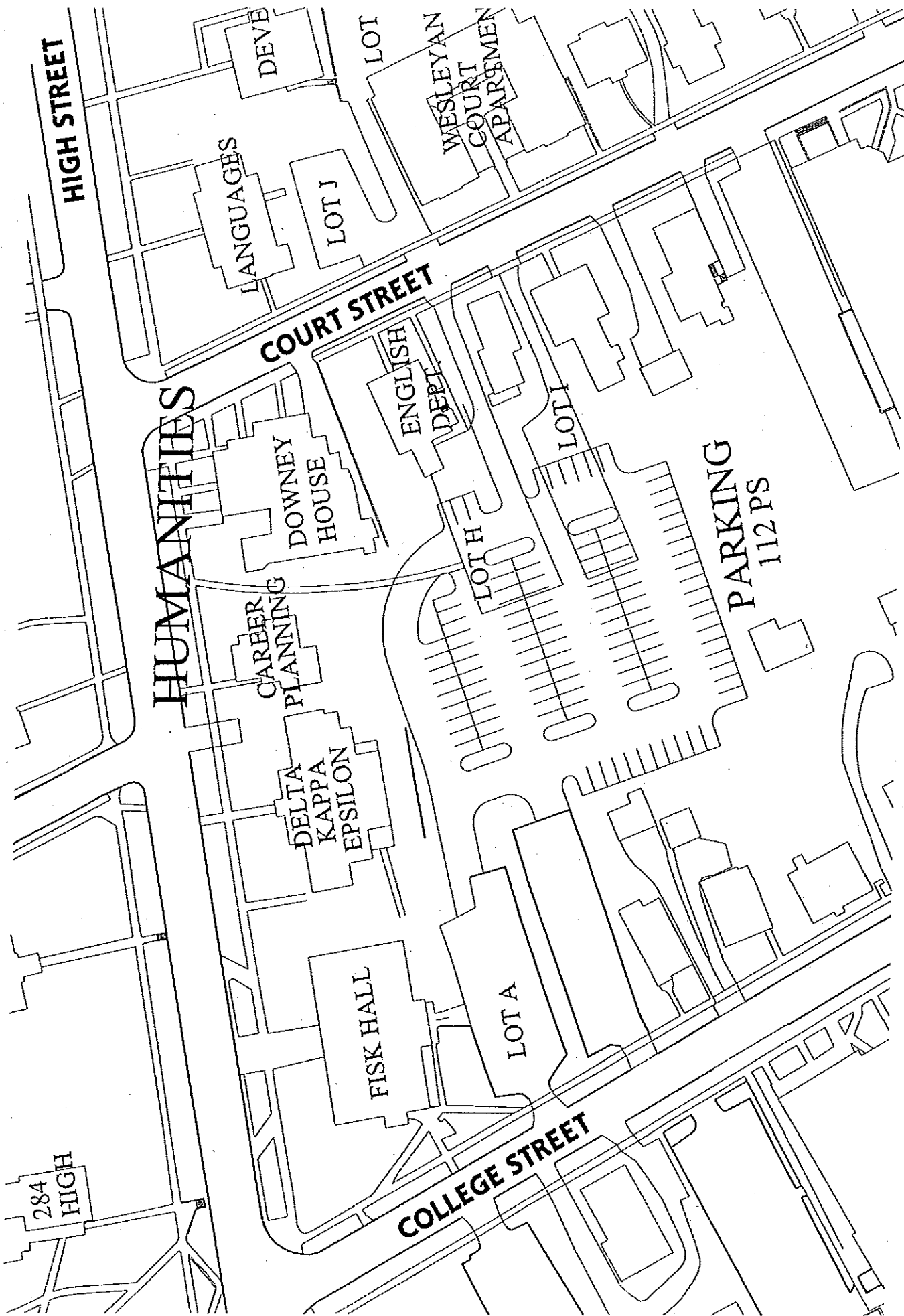
WESLEYAN UNIVERSITY

CONCEPT PLAN

PARKING LOT D EXPANSION

20 0 20 40  
SCALE IN FEET





HIGH STREET

HUMANITIES

COURT STREET

COLLEGE STREET

284 HIGH

LANGUAGES

DEV

LOT J

LOT

WESLEYAN  
COURT  
APARTMEN

DOWNNEY  
HOUSE

CAREER  
PLANNING

DELTA  
KAPPA  
EPSILON

FISK HALL

LOT A

ENGLISH  
DEPT

LOT H

LOT I

PARKING  
112 PS



Washington Terrace

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**PMP Power Point Presentations**

- *Campus Planning Workshop – March 26, 2003*
- *Draft Parking Presentation – March 24, 2003*

# Final Parking Presentation

3/26/03 Campus Planning  
3/27/03 Workshop

Here is the current campus parking supply.....

- 496 Faculty/ Staff
- 607 Student
- 130 Other
- 800+/- On-Street



Here is how we compare with our peers...

Table 1: Parking Ratio Comparison

University/ College	Student Enrollment	Total Spaces	Parking Ratio
Wesleyan University	3,000	1,230	0.41
Amherst College*	1,750	753	0.43
Haverford College*	1,100	760	0.69
Middlebury College*	2,300	2,121	0.92
Oberlin College	2,850	1,100	0.39
Smith College*	2,750	1,142	0.42
Williams College*	2,000	2,130	1.07

\*Student parking restriction programs

## Here are Wesleyan University's Parking Needs...

- ✓ 300 new Athletic Complex spaces

- Based on engineering data

- ✓ 100 additional student vehicles assigned to Vine Street Lot

- Based on 348 new beds on campus and 1 veh: 3.5 students

- ✓ 566 (496 + 70) Faculty/ Staff spaces

- Based on engineering data

## Our Five-Year Parking Strategy.....

- Meet Athletic Complex parking demands.
- Meet student parking needs.
- Increase Visitor and Faculty/ Staff parking by 70 spaces.

### Strategy:

Meet Athletic Complex parking demands.

**Table 2: Athletic Complex Parking Improvements**

<i>Parking Area</i>	<i>Parking Supply</i>			<i>Conceptual Estimate*</i>
	<i>Existing</i>	<i>Proposed New</i>	<i>Net</i>	
Lot U	51	-	-51	-
Lot R	34	-	-34	-
Pine St. Lot	n/a	93	+93	\$325,500 to \$465,000
Fire Station Lot	n/a	118	+118	\$413,000 to \$590,000
Cross St. Lot	n/a	99	+99	\$346,500 to \$495,000
<b>Totals</b>	<b>85</b>	<b>310</b>	<b>+225</b>	
<b>Construct 310 New Spaces</b>				<b>\$1,085,000 to \$1,550,000</b>

\* Based on \$3,500 to \$5,000 per space

Recommendation: Construct 310 new parking spaces in close proximity to the Athletic Complex.

### Strategy:

Meet student parking needs.

**Table 3: Additional Student Parking Demands**

<i>Student Housing Activity</i>	<i>New Beds</i>	<i>Parking Demand*</i>
Sale of In-Town Apt.	118	34 spaces
Eliminate Off-Campus Housing	160	46 spaces
Vacate Wood Frame Houses	70	20 spaces
<b>Total New On-Campus Housing</b>	<b>348</b>	<b>100 spaces</b>

\* Based on 1 car per 3.5 students

Recommendation: Assign these students to the Vine Street parking lot. This will maximize this parking area and will require no construction of additional parking.

Strategy: Increase Visitor and Faculty/ Staff parking by 70 spaces.

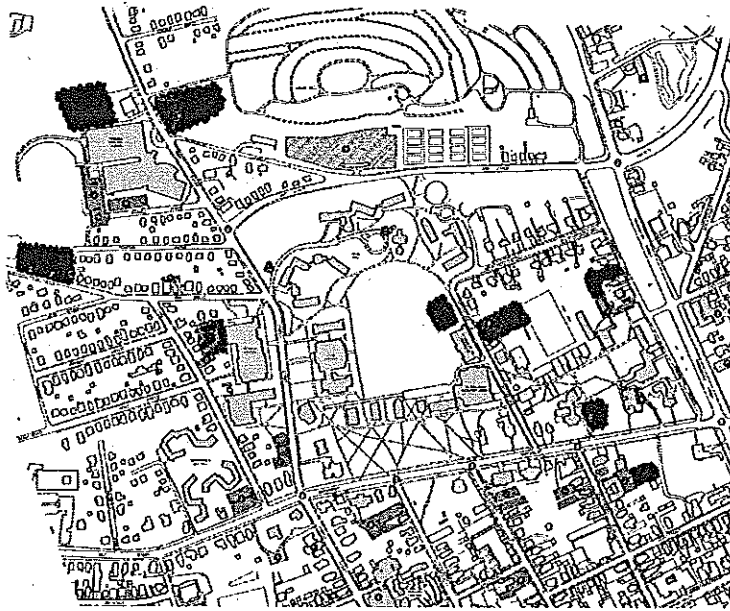
Table 4: Visitor and Faculty/ Staff Parking Improvements

Parking Area	Parking Supply			Conceptual Estimate*
	Existing	Proposed	Net	
Wyllys Street	42	-	-42	-
Lot F	45	-	-45	-
New Admin. Lot	17	-	-17	-
Lot E	43	100	+57	\$199,500 to \$285,000
Lot T	37	57	+20	\$70,000 to \$100,000
Lot G	27	54	+27	\$94,500 to \$135,000
Russell House	n/a	30	+30	\$105,000 to \$150,000
Lot D	9	49	+40	\$140,000 to \$200,000
Totals	220	290	+70	
Construct 174 New Spaces				\$609,00 to \$870,000

\* Based on \$3,500 to \$5,000 per space

Recommendation: Construct 157 new parking spaces by expanding existing Faculty/ Staff parking areas.

Our Five-Year Parking Strategy.....

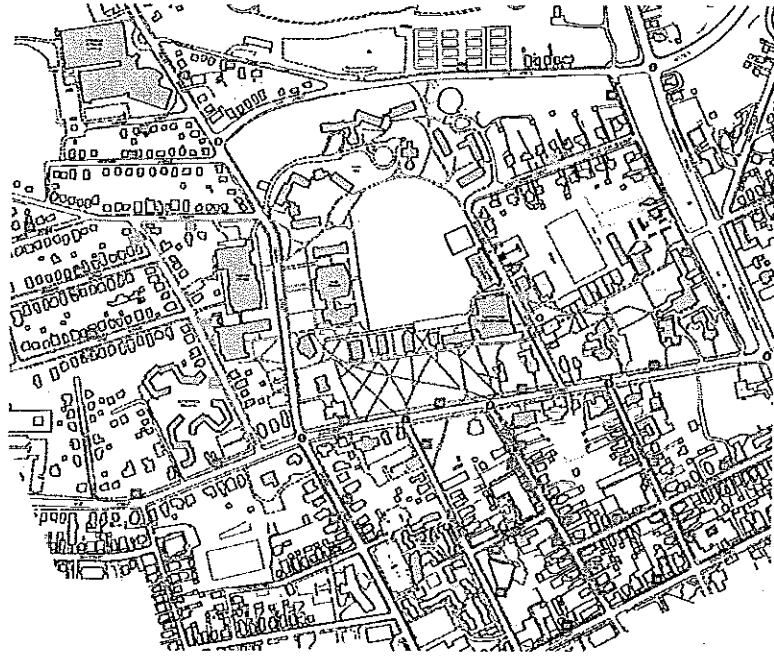


## General Recommendations

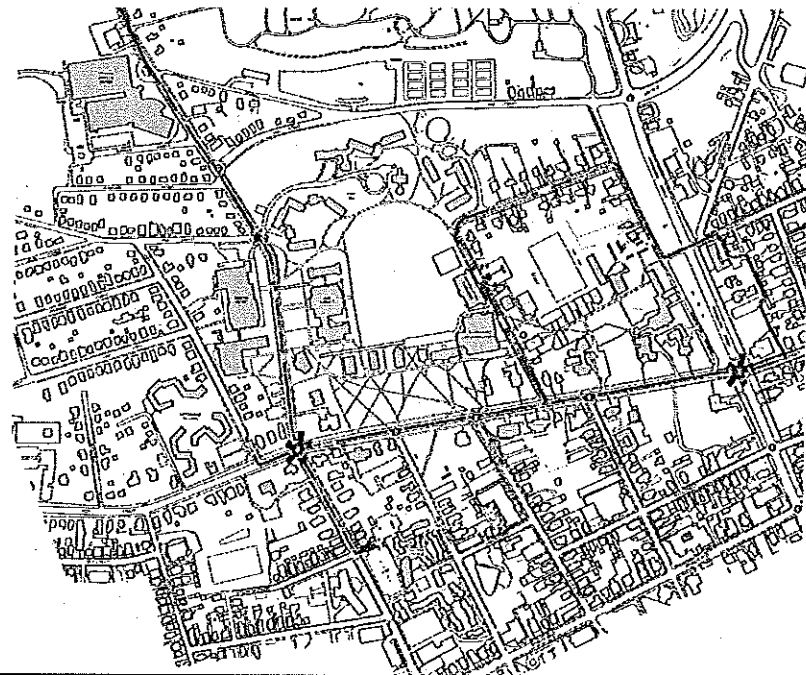
- Assign students to specific lots.
- Utilize New Athletic Complex for special events and Faculty/ Staff spillover.
- Continue to use on-street parking.
- Consider future satellite parking at Long Lane.
- Consider improved pedestrian improvements between Vine Street Lot and Main Campus.

Table 1: Faculty/ Staff Supply vs. Demand									
Faculty/ Staff Parking Areas'	Available Supply	11:00 AM		3:00 PM		7:00 PM		Maximum	Maximum
		Demand	Utilization	Demand	Utilization	Demand	Utilization	Demand	Utilization
Lot A	38	25	66%	21	55%	13	34%	25	66%
Lot B	67	59	88%	57	85%	22	33%	59	88%
Lot C	45	37	82%	46	102%	40	89%	46	102%
Lot D	9	9	100%	9	100%	7	78%	9	100%
Lot E	43	42	98%	46	107%	12	28%	46	107%
Lot F	45	43	96%	43	96%	14	31%	43	96%
Lot G	27	29	107%	27	100%	19	70%	29	107%
Lot H	35	26	74%	20	57%	7	20%	26	74%
Lot J	37	36	97%	40	108%	7	19%	40	108%
Lot L	53	48	91%	40	75%	4	8%	48	91%
Lot N	8	5	63%	8	100%	2	25%	8	100%
Lot O	7	8	114%	7	100%	7	100%	8	114%
Lot R	34	18	53%	20	59%	11	32%	20	59%
Lot S	11	8	73%	9	82%	10	91%	10	91%
Lot T	37	30	81%	33	89%	26	70%	33	89%
<b>Total</b>	<b>496</b>	<b>423</b>	<b>85%</b>	<b>426</b>	<b>86%</b>	<b>201</b>	<b>41%</b>	<b>450</b>	<b>91%</b>

Core Campus On-Street Parking



Campus Circulation and Access



# Draft Parking Presentation

3/24/03

Vanasse Hangen Brustlin, Inc.....

## *Project Experience*

- Bentley College
- Brandeis University
- Eastern Connecticut State University
- Harvard Business School
- Harvard University
- Hebrew College
- Northeastern University
- Simmons College
- Tufts University
- Virginia Commonwealth University

Developing a Parking Management Plan.....

## Parking Management Plan Approach

- ✓ *Understand current parking policies and procedures*
- ✓ *Establish current parking supplies and demands*
- ✓ *Forecast future parking supplies and demands*
- ✓ *Identify system issues and opportunities*
- ✓ *Develop measures in response to issues and opportunities*

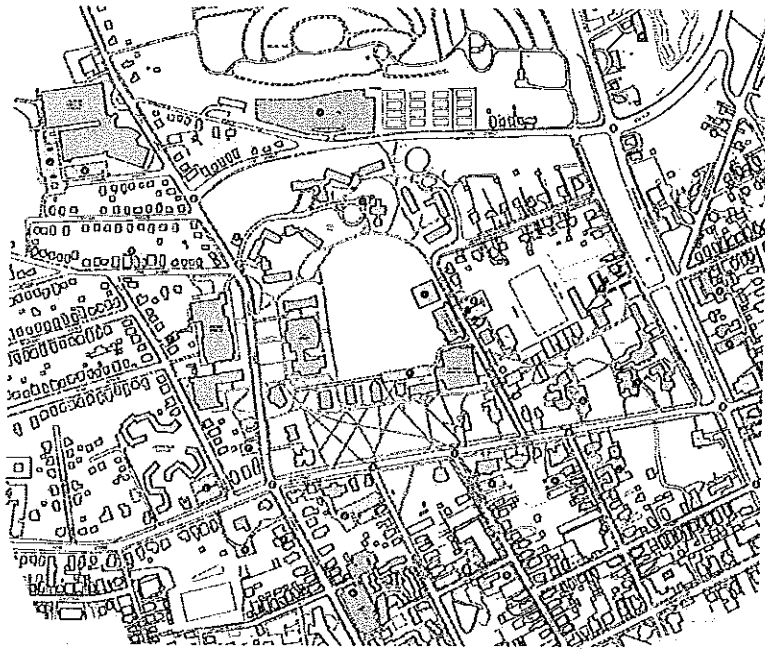
### Faculty/ Staff Parking Permits

- ✓ *1,070 Faculty/ Staff permits have been issued*
- ✓ *Many Faculty/ Staff have two permits*
- ✓ *No fee for Faculty/ Staff permits*
- ✓ *Each Faculty/ Staff lot requires specific lettered decal*
- ✓ *Faculty/ Staff lots are assigned by seniority*
- ✓ *Assigned parking between 8:00 AM and 5:00 PM*
- ✓ *Many Faculty/ Staff utilize on-street parking*
- ✓ *Parking fines and policies are generally not enforced*

### Student Parking Permits

- ✓ *750 Student permits in 2003*
- ✓ *\$10/ year fee*
- ✓ *Yellow decal permits parking in any student lot*
- ✓ *Estimated 80% of student vehicles are registered*
- ✓ *Many students utilize on-street parking*
- ✓ *Can use Faculty/ Staff lots during off-peak*
- ✓ *Freshman and Sophomores are allowed to register vehicles*
- ✓ *Parking violations enforced – fines and booting*

### Campus Parking Supply



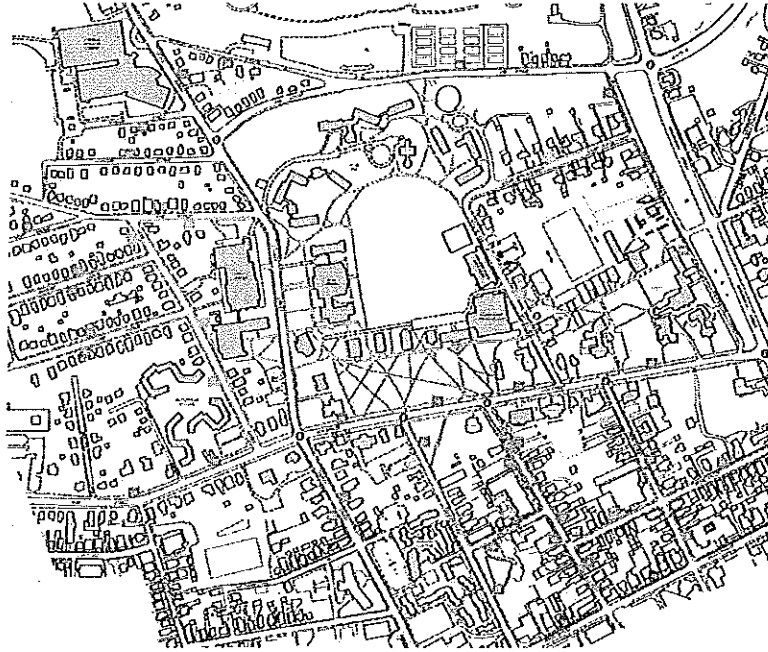
### Faculty/ Staff Parking Supply and Demand

- ✓ 496 spaces in 15 parking lots of various sizes
- ✓ Majority of lots are at or over capacity during the day
- ✓ Faculty and staff heavily use Lot E, F, and the new admissions lot
- ✓ Faculty and staff heavily use Lot C and L

### Student Parking Supply and Demand

- ✓ 607 Student spaces in 8 parking lots of various sizes
- ✓ Lot W (High/Low Rise Apt.) is very desirable and over capacity
- ✓ Lot V is undesirable and provides half of the student spaces
- ✓ In-Town Apts. parking is over capacity

### Core Campus On-Street Parking



### City of Middletown On-Street Parking

- ✓ *Approx. 800 on-street parking spaces available within the "core" campus*
- ✓ *Desirable on-street parking: Wyllys, Lawn, Pine High, Cross, Court, and College*
- ✓ *Overnight restrictions on Lawn, Pine, Wyllys, and Mt. Vernon*
- ✓ *Desirable overnight on-street parking: Home, Brainard, Fountain, High, and Church*
- ✓ *Winter parking bans increase off-street parking demands*

### Peer University Parking Comparison

University/College	Parking Fee	Restrictions	Satellite Parking
Wesleyan University	\$10/ Free	None	Yes
Amherst College	\$60/ Free	1 <sup>st</sup> year	
Brown University	\$385*/ \$385*	1 <sup>st</sup> year	Yes
Connecticut College	\$50/ Free	None	
Cornell University	\$575/ \$620*	None	Yes
Haverford College	\$30/ Free	1 <sup>st</sup> year	
Middlebury College	Free/ Free	1 <sup>st</sup> year**	Yes
Trinity College	\$100/ Free	1 <sup>st</sup> year**	
Tufts	\$360*/ \$180*	1 <sup>st</sup> year	Yes
UPenn	\$1,386*/ \$1,386*	None	Yes
Williams College	\$65/ Free	1 <sup>st</sup> year	Yes

\* varying pricing schedule

\*\* additional upperclassmen restrictions

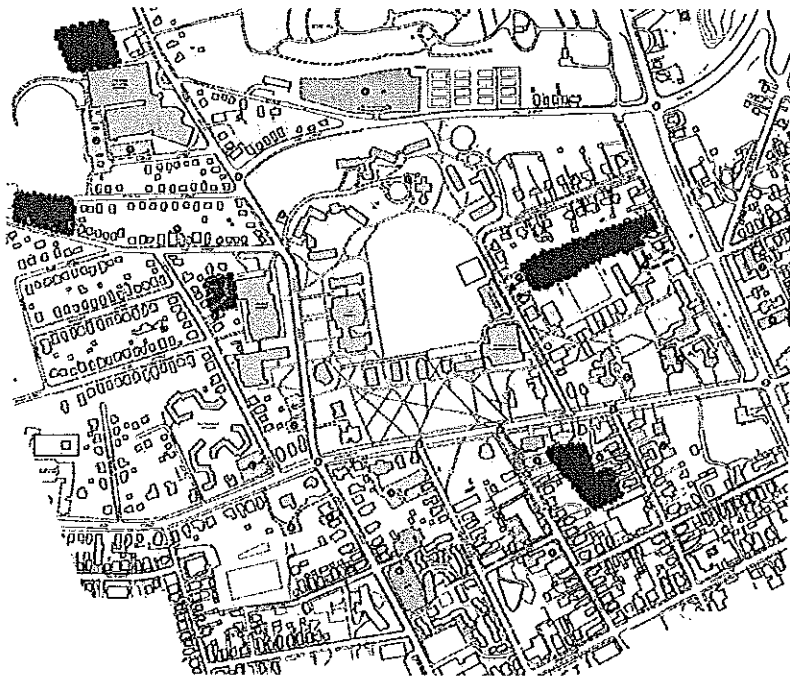
### Peer University Parking Comparison (Summary)

- ✓ *Low end on parking fees*
- ✓ *Many ban 1<sup>st</sup> year students*
- ✓ *Many have satellite parking*
- ✓ *Everyone has some type of shuttle service but it is not geared towards parking*
- ✓ *Wesleyan appears to have less parking than other non-commuter colleges*

### Campus Parking Issues

- ✓ *No apparent visitor parking*
- ✓ *Small fragmented parking lots are inefficient and increase recirculating traffic*
- ✓ *Core campus surface parking conflicts with pedestrian flows*
- ✓ *Majority of Faculty/ Staff lots are near or over capacity*
- ✓ *Desirable student lots are over capacity*
- ✓ *Vine Street Lot is undesirable (convenience/ personal safety)*
- ✓ *Poor connection to satellite parking area (Vine Street)*
- ✓ *Construction activities impact parking supply*
- ✓ *Parking fee is not consistent with peer institutions*
- ✓ *Additional off-street parking will be needed to support master plan*

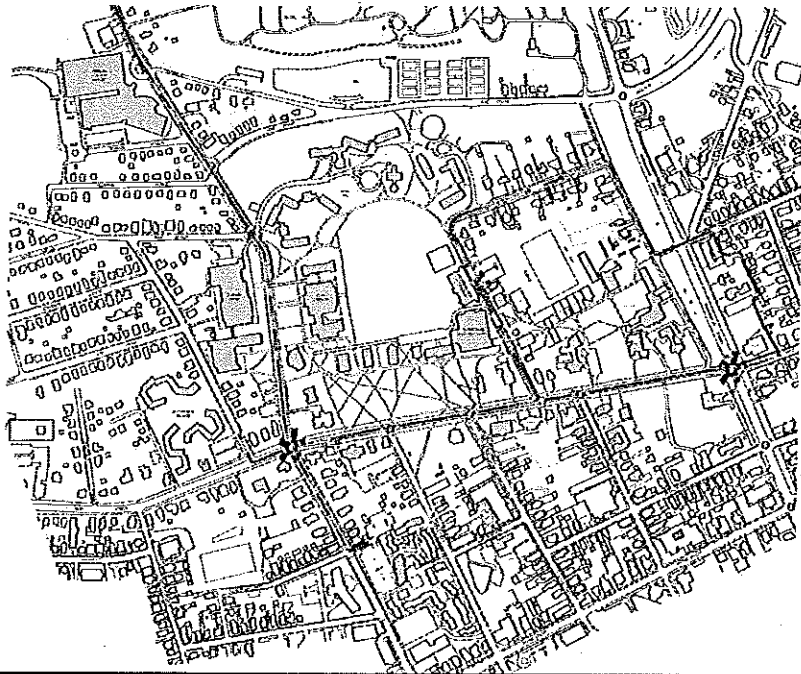
### Parking Recommendations



### Draft Parking Recommendations

- ✓ *Remove Lot F and the new Admissions Lot*
- ✓ *Remove the majority of Wyllys St on-street parking to create a more pedestrian friendly environment*
- ✓ *Provide additional parking in the North Field Area (160 spaces)*
- ✓ *Provide additional parking between Court St and College St*
- ✓ *Provide additional parking behind the Science Center*
- ✓ *Provide 250 spaces in support of the expanded Freeman Center*
- ✓ *Provide improved pedestrian connection between the Freeman Center and the Vine Street Lot*
- ✓ *Consider additional satellite parking at the Vine Street Lot or Long Lane property*
- ✓ *Increase yearly parking fees*
- ✓ *Assign student parking by designated parking area*
- ✓ *Enforce all parking regulations*

### Campus Circulation and Access



### **Traffic Circulation and Access Issues**

- ✓ Regional Access – confusing I-91 signage*
- ✓ Lack of Campus Gateway/ Sense of Arrival*
- ✓ Church St/ Washington St – poor westbound access*
- ✓ Lack of wayfinding signage*
- ✓ Wide Church Street cross-section is not to scale with surroundings*
- ✓ Good roadway corridor pedestrian facilities*
- ✓ Poorly defined pedestrian connection to Main Street*
- ✓ Successful fixed route safety shuttle*

### **Draft Circulation and Access Recommendations**

- ✓ Create major campus gateway at the intersection of Washington St and church St*
- ✓ Consider streetscaping and traffic calming integrated with on-street parking along Church Street and Wyllys Street.*
- ✓ Consider an overall pedestrian priority development approach*
- ✓ Enhance safety shuttle service*